COUNCIL AGENDA: 8/20/13 ITEM: \\.3(\infty)



# Memorandum

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: Joseph Horwedel

SUBJECT: SEE BELOW

**DATE:** August 7, 2013

**COUNCIL DISTRICT: 6** 

### **TRANSMITTAL**

### **SUBJECT:**

- (a) FILE NO. PDC13-004. A REZONING FROM THE A(PD) PLANNED DEVELOPMENT ZONING DISTRICT TO THE A(PD) PLANNED DEVELOPMENT ZONING DISTRICT FOR A PREVIOUSLY APPROVED DEVELOPMENT TO ALLOW THE FOLLOWING: (1) A CHANGE IN THE RANGE OF MULTI-FAMILY RESIDENTIAL UNITS FROM 680-800 TO 600-800 UNITS; (2) A CHANGE IN THE RANGE OF COMMERCIAL SQUARE FOOTAGE FROM 24,000-30,000 SQUARE FEET TO 12,500-30,000 SQUARE FEET; AND (3) A REDUCTION IN BUILDING HEIGHT ON BLOCK C FROM 140-150 FEET TO 50-80FEET, ON AN 8.0 GROSS ACRE SITE, LOCATED AT THE SOUTHWEST CORNER OF WEST SAN CARLOS AND SUNOL STREETS EXTENDING TO AUZERAIS AVENUE (860 W. SAN CARLOS STREET) (SANTA CLARA COUNTY TRANSIT DIST (VTA), OWNER).
- FILE NO. DA13-002. CONSIDERATION OF AN ORDINANCE TO APPROVE (b) A DEVELOPMENT AGREEMENT WITH GREEN REPUBLIC, LLLP, VALLEY TRANSPORTATION AUTHORITY (VTA), DIANNE RYAN TRUST, 861 AUZERAIS INVESTMENT, GREEN VALLEY CORPORATION, AND CAROLYN PAHLE TRUST, TO DEVELOP UP TO 800 MULTI-FAMILY ATTACHED RESIDENTIAL UNITS AND A MINIMUM OF 14,000 SQUARE FEET OF GROUND FLOOR COMMERCIAL SPACE ON THREE BLOCKS WITH A MINIMUM OF TWO TOWER STRUCTURES AND ONE STRUCTURE WITH A MINIMUM HEIGHT OF 70 FEET, CONSISTENT WITH THE PROPOSED PLANNED DEVELOPMENT ZONING (FILE NO, PDC13-004), AND SUBJECT TO THE PERFORMANCE BY GREEN REPUBLIC, LLLP FOR THE DEDICATION OF PARKLAND, CONTRIBUTION OF FUNDS FOR PUBLIC TRANSPORTATION IMPROVEMENTS SERVING THE DEVELOPMENT, ACCELERATED CONSTRUCTION OF STREET AND UTILITY INFRASTRUCTURE, SUBMITTAL OF BUILDING PERMITS FOR THE FIRST HIGH RISE AND COMMENCEMENT OF CONSTRUCTION AND SUBSEQUENT OCCUPANCY PER DEADLINES OF PERFORMANCE INCLUDED IN THIS AGREEMENT, ON AN 8.0 GROSS ACRE SITE, LOCATED AT THE SOUTHWEST CORNER OF WEST SAN CARLOS AND SUNOL STREETS EXTENDING TO AUZERAIS AVENUE (860 W. SAN CARLOS STREET).

HONORABLE MAYOR AND CITY COUNCIL

August 7, 2013

Subject: PDC13-004 and DA13-002

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### **REASON FOR TRANSMITTAL**

The Planning Commission will hear this project on August 14, 2013. The memoranda with Planning Commission recommendations will be submitted under different cover. We hope the submittal of these staff reports is of assistance in your review of this project.

/s/
JOSEPH HORWEDEL, DIRECTOR
Planning, Building and Code Enforcement

For questions please contact Division Manager, Salifu Yakubu, at (408) 535-7911.

### P.C. Agenda: 08-14-13 Item No. 4.a.1. Deferred from 7-24-13

# STAFF REPORT PLANNING COMMISSION

FILE NO.: PDC13-004

Submitted: February 27, 2013

### **PROJECT DESCRIPTION:**

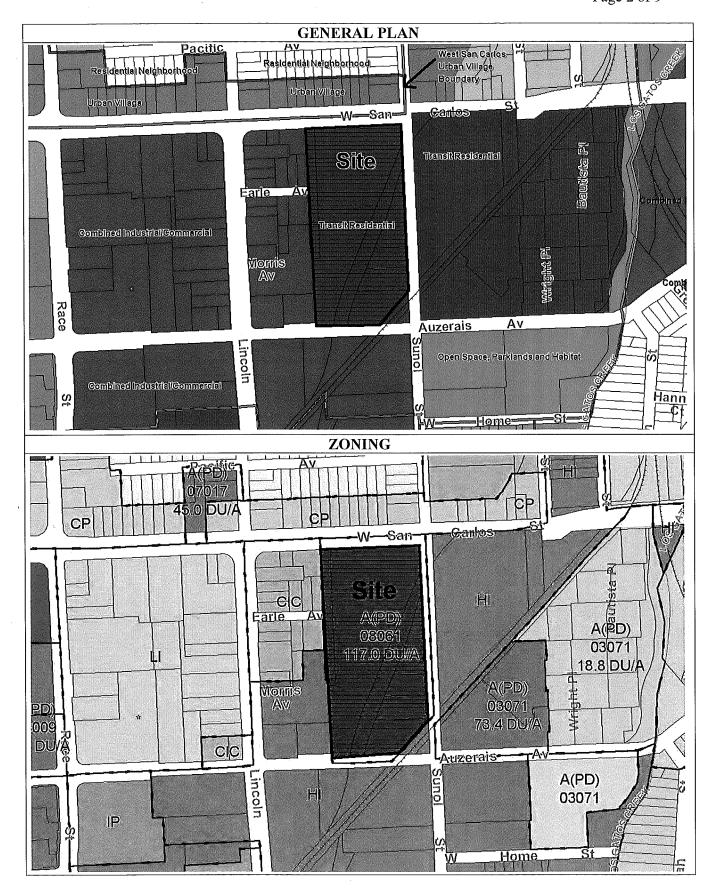
Planned Development Rezoning from the A(PD) Planned Development Zoning District to the A(PD) Planned Development Zoning District to allow for specific changes to the previously approved Development Standards, most notably to the required building height, a reduction in the minimum residential units and the timing of parkland dedication for an 8.0 gross acre site.

### LOCATION:

Southwest corner of West San Carlos Street and Sunol Street (860 West San Carlos Street).

Zoning	A(PD) Planned Development
Proposed Zoning	A(PD) Planned Development
General Plan	Transit Residential
	(50-250 DU/AC; FAR 2.0 to
	12.0 (5 to 25 stories)
Council District	6
Annexation Date	October 14, 1925
	(SW Industrial District)
NBD	West San Carlos
Historic Resource	NA
Redevelopment Area	West San Carlos
Specific Plan	Midtown Specific Plan

# Aerial Map N N Sitte N Turbunis Avenue Turbunis Ave



### RECOMMENDATION

Planning staff recommends that the Planning Commission find that the project is conformance with the California Environmental Quality Act (CEQA) and recommend to the City Council approval of the proposed Planned Development Rezoning per Staff's Proposed Development Standards on the subject site for the following reasons:

- 1. There is no substantial evidence that the project will have a significant effect on the environment. An Environmental Impact Report (EIR) that was certified by the City Council as complete and in conformance with the California Environmental Quality Act (CEQA) under Resolution No. 75192 on December 1, 2009.
- 2. The proposed Planned Development Rezoning is consistent with the goals and policies of the San Jose 2040 General Plan, specifically:
  - a. The zoning complies with site's the Land Use/Transportation Diagram land use designation of Transit Residential 50-250 dwelling units per net acre (DU/AC).
  - b. Land Use and Employment Policy IE-1.6, as the existing zoning and the proposed rezoning to allow for a high density residential/commercial mixed use development will promote development proximate to BRT and Light Rail transit systems as it will
  - c. <u>Vibrant Neighborhoods Policy VN-1.3</u>, as the existing zoning and the proposed rezoning will encourage the development of compatible neighborhood retail and services within walking distance of existing and future residents.
  - d. Community Design, Compatibility Policy CD-4.3, as the rezoning will promote a consistent development pattern as it requires a minimum 70 foot height limit that will ensure that each of the three blocks are developed with a very urban style building mass with setbacks relatively close to the edge of the sidewalks.
- 3. The rezoning is consistent with the polices and urban design guidelines of the Midtown Specific Plan.

# **BACKGROUND & DESCRIPTION**

On February 27, 2013, Green Republic, LLLP applied for a Planned Development Rezoning on the subject site to allow for specific changes to the Development Standards approved under the pervious Planned Development Zoning (File No. PDC08-061), which was approved in 2010. The specific changes include the following and can be viewed in strike-out/underline format in the attached Applicant's Requested Development Standards document:

- 1. Lowering the range of multi-family residential units from 680 800 to 600 800 units.
- 2. Lowering the range of commercial square footage from 24,000 30,000 square feet to 12,500 30,000 square feet.
- 3. Reduce the minimum building height from 150 feet to 50 feet on the southern most portion of the 8,25 acre site identified as Block C on the approved Land Use Plan.
- 4. Reduce the parking ratio for residential uses by approximately 0.30 spaces per bedroom.
- 5. Change the timing of parkland dedication to allow for dedication to occur prior to the fist occupancy permit.

6. Change the timing of the voluntary contribution to the Valley Transportation Authority for public transit improvements

Staff does not fully support all of the requested Development Standard changes as discussed further throughout this staff report. The changes that are agreed to are contingent only upon approval of a Development Agreement between the applicant and the City to ensure that the City and the community receive certain additional benefits tied specifically to parkland dedication and the timing of infrastructure construction. Without this Development Agreement staff would not recommend approval of the rezoning. Therefore, staff's recommended Development Standards can also be viewed in strike-out/underline format in the attached Staff's Recommended Development Standards document.

As conceptually proposed and previously approved under File No. PDC08-061, the site plan depicts the project divided into three (3) blocks bounded by existing or proposed streets, known as Block A, Block B, and Block C. A new public street (tentatively referred to as West Way) will be constructed along the western edge of the site and will connect West San Carlos Street to Auzerais Avenue. Two (2) new private streets will run in the east west direction and connect West Way and Sunol Street, thereby dividing the site into the three (3) blocks.

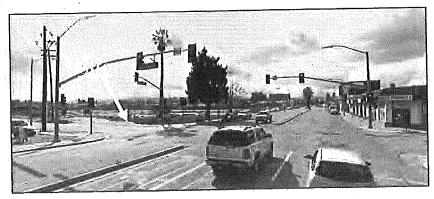
Each of the three blocks will be developed with a very urban style building mass with setbacks relatively close to the edge of the sidewalks. Common open space areas within the middle of each block will be provided. Parking will be provided within parking garages within each block. A small amount of street parking will also be provided along the existing and new public and private streets. Public Plazas are planned for the corner of West San Carlos and Sunol Streets and at the planned Light Rail station at the corner of Auzerais and Sunol Streets.

The proposed rezoning still includes commercial uses at the ground floor along W. San Carlos Street that continues around the corner and down Sunol Street. However, the amount of commercial spaces has been reduced from approximately 24,815 square feet to 12,162 square feet. The commercial space reduction occurs mainly on Sunol Street with the new proposal providing a small amount of commercial frontage that wraps the corner and extends down Sunol Street for a length of approximately 80 feet. As you move south on Sunol Street, a 1,612 square foot Community Room and 1,729 Leasing Office make up the rest of the Sunol Street building frontage.

With the proposed rezoning, the two blocks closest to San Carlos Street, Blocks A and B, will each still include one (1) high-rise residential component that will have a footprint of roughly 20 percent of the block area and will include a tower of up to 150 feet tall or 15 stories. Building height for Block C will be lower than the other two Blocks, will not include a tower, and has a requested minimum height requirement of 50 feet. However, on the conceptual site plan a building height of between 70 and 80 feet is depicted. The applicant has stated that the reduced height on Block C to 50 feet will allow for the development of Wood Frame Construction which is the only financeable building product type outside of the Downtown Core at this time.

# Site and Surrounding Uses

The subject site is substantially vacant, but paved and partially developed with several industrial buildings on the southeastern portion of the site. The site is bounded by existing streets on three sides including West San Carlos to the



north, Sunol Street to the east and Auzerais Avenue to the south. The Vasona Light Rail Corridor truncates the southeast corner of the site.

The site is surrounded by existing light industrial and commercial uses to the south and west, commercial uses of the West San Carlos Street Neighborhood Business District with residential neighborhoods beyond are located to the north across West San Carlos Street. To the east, a five-story multi-family residential development (former Del Monte Cannery redeveloped by KB Homes) is located at the corner of Sunol and Auzerais Streets, and a vacant industrial site (former Cheim Lumber Company) is located at the corner of West San Carlos and Sunol Streets.

At the southeast corner of Auzerais and Sunol Streets, diagonal to the subject site and south of the KB Homes development, is approximately 6.22 gross acres of designated parkland, of which 2.25 acres were already dedicated to the City of San Jose for the development of parkland. The remaining 3.97 acres will be dedicated as a part of the project on the subject site.

The project site is, or will be served by public transit. The site is located on West San Carlos Street which is served by the Valley Transportation Authority's (VTA) bus line #22 that serves the West Carlos Street corridor and is one of the most heavily used lines in the VTA system. There are plans for a future Bus Rapid Transit (BRT) along West San Carlos Street, which will connect DeAnza College to Downtown along this corridor and has a planned stop approximately 1,150 feet from the subject site at Race Street to the west and 1,840 feet at Bird Avenue to the east.

The project site is also located within 100 feet of a planned Light Rail Station between W. San Carlos Street and Auzerais Avenue and approximately 2,500 feet from the existing Light Rail Station near the corner of Race Street

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and Parkmoor Avenue. In addition, the Diridon Commuter Rail Station is located within 2,650 feet (0.5 miles) of the project via Sunol Street and The Alameda.

# History and Previous Planning Approvals

This property was the subject of a privately-initiated General Plan and Midtown Specific Plan Text Amendment (File No. GP09-T-01) to accommodate the following: 1) an increase in density from 100 DU/AC to 125 DU/AC; 2) an increase in the maximum allowable height from 90 feet to 150 feet subject to FAA regulations; and 3) changes to the Vasona Mixed-Use subarea urban design guidelines, including increasing the maximum streetwall height limitation from 40 to 65 feet. These text amendments were approved by the City Council on December 1, 2009.

In 2008, Green Republic and Barry Swenson Builder, proposed to rezone (File No. PDC08-061) the subject property from the HI Heavy Industrial and CIC Combined Industrial/Commercial Zoning Districts to the A(PD) Planned Development Zoning District to allow for the demolition of three existing warehouse buildings and the construction of up to 800 multi-family attached residential units and up to 30,000 square feet for commercial uses. The conceptual plans proposed 707 residential units in three

tower structures and 24,815 square feet of retail/commercial area. This rezoning was approved by the City Council on November 30, 2010.

# Community Engagement

On April 30, 2013, a community meeting was held at the Korean Palace on Stevens Creek Boulevard, at which approximately 36 community members were in attendance. The community members included local area residents, immediately adjacent residents to the subject site, property owners, and business owners.

The most vocal theme of the comments and questions were around the parkland dedication and the amount and location of commercial space. Most community members were concerned about the dedication of parkland for the planned Del Monte Park. The community members wanted stronger assurances that the land would be dedicated and the park constructed at the same time as the proposed project. In regards to the reduction in commercial space, the group was somewhat split on whether it was a good idea. On one hand maintaining the size of the previously approved commercial space would support the San Jose 2040 General Plan and its focus on job creation and on the hand no one wanted vacant storefronts and thought that commercial space belonged out on West San Carlos.

The following are some additional comments noted at the meeting:

- Will the proposed flex space be prepared and constructed to potentially accommodate future retail and restaurants? (e.g. grease traps, hoods, ducts, and vents, tall ceiling heights and appropriate depth)?
- Will the townhomes have stoops/individual entrances on the street?
- The design of this project should make the plaza at the Light Rail tracts better.
- Is reducing parking smart if VTA is not going to build a light rail transit stop at this site?
- If VTA doesn't build the Light Rail stop can the money for the station go towards parks instead?
- How will the change in this project still implement the Midtown Specific Plan? A lot of work went into developing this Plan. If less commercial space is built that will just push more of the jobs to other development sites.
- This project will encourage more clean-up of this area and be a catalyst to new development.
- Residents adjacent to the site do not want to look at the warehouse building anymore.
- There is a need for an ice cream shop in the neighborhood, not a yogurt shop.
- Anything built on the site is an improvement over what is there now. It is about time that something is constructed that will start to bring this area together.
- Can the parkland dedication go into a trust now and when the site is cleaned the City can take it over for the park development?
- Block C is the trigger to the redevelopment of this area. No substantial retail will be attracted to this area until there is new investment in the area.
- Can the site accommodate mobile vendors or a vending stand, especially in the plaza?
- There is already going to be new investment in the Auzerais corridor with the improvements that Orchard Supply Hardware (OSH) is making down the street. With the adjacent KB project, OSH site improvements and allowing Block C to be developed first will further enhance and connect this portion of the Auzerais corridor.

# <u>ANALYSIS</u>

The proposed rezoning was analyzed with respect to: 1) conformance with the Envision San Jose 2040 General Plan, 2) Midtown Specific Plan, 3) Proposed Development Standard Changes, 4) sustainability, and 5) the California Environmental Quality Act (CEQA).

# San Jose 2040 General Plan Conformance

The subject site is designated Transit Residential on the Envision 2040 General Plan Land Use / Transportation diagram. This designation supports a density of 50-250 Dwelling Units per Acre (DU/AC) and a Floor Area Ratio (FAR) of 2.0 to 12.0 (5 to 25 stories). This is the primary designation for new high-density, mixed-use residential development sites that are located in close proximity to transit, jobs, amenities, and services.

The proposed project includes a mix of high density residential/commercial mixed use development with a net residential density range of 89.5 to 119 dwelling units per acre consistent with the density range of the Transit Residential land use designation. Therefore, the proposed development on the site is consistent with the density range of its land use designation.

However; a top priority of the Envision San José 2040 General Plan is to direct growth to identified growth areas and create complete Urban Villages. The Land Use / Transportation Diagram has a series of designations that identify targeted locations for growth intensification, including but not limited to the Downtown, Urban Village Areas, Transit Employment Centers, and Specific Plan Areas. The subject site is located within the boundaries of the Midtown Specific Plan. As a part of this growth strategy, the Midtown Specific Plan was assigned additional job and housing growth capacity. While the proposed project is locating growth in the appropriate area, reducing the amount of use intensification on the subject site does not particularly enhance this growth strategy and is a lost opportunity for achieving the General Plan's goal.

Additionally, the San Jose 2040 General Plan states that if a new development project is located within a Specific Plan area, the project is required to be in conformance with the San José 2040 General Plan land use designation for the site, as well as the subject Specific Plan's goals and polices and urban design guidelines. The proposed project's conformance with the Midtown Specific Plan is discussed in the following section of this staff report.

To maintain growth capacity on the subject site, staff is recommending that the minimum height requirement for Block C not be lowered to 50 feet, but allow it to be lowered to 70 feet. With staff's recommended Development Standards, the proposed project on the subject site can be found consistent with the following General Plan Policies:

Land Use and Employment Policy - IE-1.6: Plan land uses, infrastructure development, and other initiatives to maximize utilization of the Mineta San José International Airport, existing and planned transit systems including fixed rail (e.g., High-Speed Rail, BART and Caltrain), Light-Rail and Bus Rapid Transit facilities, and the roadway network. Consistent with other General Plan policies, promote development potential proximate to these transit system investments compatible with their full utilization. Encourage public transit providers to serve employment areas.

The site's Transit Residential land use designation is appropriately planned for this site as it is located immediately adjacent to a planned light rail stop on the Mountain View – Winchester Light Rail line and a Bus Rapid Transit (BRT) line along West San Carlos Street. The existing zoning and the proposed rezoning will promote development proximate to these transit systems as it will allow for a high density residential/commercial mixed use development.

Vibrant Neighborhoods Policy - VN-1.3: Encourage the development and maintenance of compatible neighborhood retail and services within walking distance of residences as a means to promote the creation of "complete" neighborhoods.

The existing zoning and the proposed rezoning is consistent with this policy in that ground floor commercial uses are required to be located along West San Carlos within walking distance of existing and future residents.

Community Design, Compatibility Policy - CD-4.3: Promote consistent development patterns
along streets, particularly in how buildings relate to the street, to promote a sense of visual order,
and to provide attractive streetscapes.

While the rezoning request will eliminate the requirement of a tower structure on the southern-most block, Block C, the rezoning does still require that each of the three blocks be developed with a very urban style building mass with setbacks relatively close to the edge of the sidewalks. Staff's recommended height limit of 70 feet will further ensure that the development has dense a urban form and does not end up taking the form of a lower density product type that currently exist all throughout San Jose.

The rezoning request on the subject site, as requested by the applicant, is not consistent with the following General Plan Policy as discussed in the following:

Efficient Use of Residential and Mixed-Use Lands Policy - LU-10.6 In identified growth areas, do not approve decreases in residential density through zoning change or development entitlement applications or through General Plan amendments.

The proposed rezoning requests a reduction in the minimum amount of residential units from 680 to 600. The loss of 80 units represents a 13% reduction in overall residential units. In an area that has been identified for intensification a reduction is not consistent with this policy.

Overall, this transit-oriented, high-density, mixed use project supports the goal of the General Plan to locate growth intensification in identified growth areas, which includes the Midtown Specific Plan area where the subject site is located, as long as the density is not further diminished.

# Midtown Specific Plan

The proposed project conforms to key elements of the Midtown Specific Plan (MSP), as amended in 2009 by the City Council. The MSP is broken down into subareas. The subject site is located within the Vasona Mixed Use Subarea. This Subarea is intended to be developed as a high-density mixed use activity center surrounding the planned West San Carlos Light Rail Station on the Mountain View - Winchester Light-Rail corridor.

The MSP provides urban design guidelines, for transition to residential and supporting commercial uses. Before the MSP, the area predominately had non-residential uses.

In summary, the policies of the Vasona Subarea state the following:

- Discourage low intensity uses, which are defined as anything lower than 40 dwelling units per acre or a minimum 0.5 FAR.
- The major focus of the area is on an active pedestrian plaza at the planned Light-Rail Station.

Orient active ground-level commercial uses on West San Carlos Street.

Parking and servicing facilities should be oriented away pedestrian area and integrated within a development.

Development should build to, or very near, the property line.

Consistent with the above, the conceptual site design for this project includes three dense urban blocks with ground level commercial uses on West San Carlos Street, which pursuant to the Midtown Specific Plan, will create a walkable environment with wide sidewalks throughout the project with good linkages to open space, commercial areas and transit opportunities. Two plazas are provided on the site, one is located at the corner of West San Carols and Sunol Streets and one is located at the planed Light-Rail station at the corner of Auzerais Avenue and Sunol Street. Parking will be provided within parking garages within each block with a small amount of street parking provided along the existing and new public and private streets. Development setbacks are set at the property line and in some cases near the property where stoops or larger sidewalks are accommodated. Additionally, the MSP has a maximum allowable height of 150 feet. Consistent with this height limitation, the proposed zoning includes a maximum height limit of 150 feet.

Finally, as proposed by staff, and depicted on the conceptual elevations and site plan, the project will complement and extend adjacent residential and commercial areas already built and planned within the Midtown Specific Plan.

# **Proposed Development Standard Changes**

The purpose of a Planned Development Zoning is to implement the current San Jose 2040 General Plan and in this case the Midtown Specific Plan as well. The applicant's requested Development Standard changes are not all consistent with the General Plan; therefore, staff is only recommending approval of the project per the attached Staff's Recommend Development Standards as further discussed following each of the applicants numbered requested changes below:

1. Lowering the range of multi-family residential units from 680 - 800 to 600 - 800 units.

The request to change the minimum number of residential units from 680 to 600 is consistent with the 2040 General Plan as the minimum density would then be 89.5 DU/AC, which is with the 50-250 DU/AC range of the sites Transit Residential land use designation.

2. Lowering the range of commercial square footage from 24,000 - 30,000 square feet to 12,500 - 30,000 square feet.

Staff is supportive of reducing the required amount of minimum commercial space for the project, and eliminating the requirement for commercial space on Block C. The elimination of commercial on Block C will further the success of the commercial space not only on West San Carlos Street, which is along the project frontage, but along the greater West San Carlos Street corridor, which is designated as a Urban Village in the General Plan. Additionally, with the removal of the required commercial space on Block C, staff is recommending additional design standards to ensure that the building design still activates the streetscape and provides for a comfortable interface with the "Trolley Plaza". A Development Standard was added that requires "flex space" surrounding the "Trolley Plaza". The flex space will allow for residential uses, but will be required to be designed and built for a commercial occupancy.

Finally, it is a foremost goal of the General Plan and Midtown Specific Plan to develop commercial space that will be successful along West San Carlos Street. Therefore, staff is recommending that the minimum amount of required commercial space be 14,000 square feet and not the applicant's requested 12,500 square feet. Staff's recommend amount of commercial square footage will be adequate to serve the site and surrounding area, and it will allow for more commercial uses to wrap the corner of West San Carlos Street and extend further down Sunol Street than what is currently proposed.

3. Reduce the minimum building height from 150 feet to 50 feet on the southern most portion of the 8.25 acre site identified as Block C on the approved Land Use Plan.

Staff is supportive of a reduction in height on Block C, but only to a height of 70 feet and not 50 feet as requested. The conceptual elevations for Block C, as illustrated below, depict a structure between 70 and 80 feet in height. Reducing this structure to 50 feet in height would allow the removal of at least two floors, resulting in a less dense structure with a building form typical of multi-family residential development found throughout San Jose. A reduction to 50 feet in height is not what is envisioned by the General Plan, which is to develop a compact and dense form in growth areas. A minimum height limit of 70 feet will ensure the development of a dense, highly urban structure that will also likely help increase the total number of residential units to or over the minimum 680 residential units as approved under the previous zoning on the entire site.

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4 2'	PARKING	/ with lifts				8 8
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Partial illustration of a section drawing of the conceptual building for Block C. Sheet 5.6 of the plan set.

4. Reduce the parking ratio for residential uses by approximately 0.30 spaces per bedroom.

Staff is supportive of the reduced parking ratio for residential uses. The proposed ratios range from 1.00 per studio unit to 1.5 per three bedroom unit. Since the approval of the Planned Development Zoning on the site in 2009, the parking ratios provided in the Zoning Ordinance have been reduced. The General Plan also supports reduced parking ratios in Policy - TR-8.1 which states, "Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services." Given the Zoning Ordinance parking ratio reduction, the aforementioned General Plan Policy, and the fact that the site is located at the planned West San Carlos Light Rail station located at the southeast corner of the project, it is within approximately 2,400 feet of an existing Light Rail

station at Race Street and Parkmoor Avenue, it is within 1,130 feet of the planned BRT stop at West San Carlos and Race Streets, and within a ½ mile of the Diridon Station, the reduced parking ratio request is appropriate.

Additionally, the applicant is not requesting to change the Development Standards that require the developer to provide a Valley Transportation Authority (VTA) "Eco-Passes" (or equivalent passes) to all future property owners or tenants through year 2055 and the allowance to provide "unbundled" parking spaces for those units that have two bedrooms unless they are tandem parking stalls and assigned to a particular unit.

5. Change the timing of parkland dedication to allow for dedication to occur prior to the fist occupancy permit.

Staff recommends that the parkland dedication timing language be revised but not timed solely on the first occupancy permit and rather on an irrevocable offer of dedication at the issuance of the first building permit and then full dedication at the first occupancy permit as stated in the following:

"Prior to the issuance of the first building permit for the first phase of construction, an irrevocable offer of dedication shall be provided to the City of San Jose for the 3.99 acres of property located at the southwest corner of Auzerais Avenue and Sunol Street to ensure that this land is dedicated for City Parkland, During the Planned Development Permit process, the Developer shall begin work with Planning, Public Works and Parks, Recreation and Neighborhood Services and the District 6 Community on the design of Del Monte Park and construction Parks Agreement. Dedicated land shall be delivered to Parks Recreation and Neighborhood Services in accordance with the standards set forth in Chapter 14.25 and Chapter 19.38 of the San Jose Municipal Code. Real property shall be free and clear of encumbrances, including, but not limited to, environmental contamination, structures, liens, and easements. The final land dedication shall be completed by the Developer prior to the issuance of the first Occupancy Permit."

6. Change the timing of the voluntary contribution to the Valley Transportation Authority for public transit improvements

As the contribution for transit improvements is voluntary, the requested change to the language on the timing of the contribution is agreeable. However, staff does recommend the following language:

"Prior to occupancy of the first residential unit, the developer shall contribute \$1,000,000 to the City of San Jose for transit improvements. The improvements are intended to allow construction of the light rail station near the site."

This revised language will ensure that the contributed money is used for any transit improvements should the Valley Transportation Authority (VTA) not need the money for the West San Carlos Light-Rail station.

As outlined in the attached Staff's Recommended Development Standards document, the existing Development Standards under File No. PDC08-061 will remain unless the City Council approves a Development Agreement for the project with the developer and property owners.

Finally, the Development Standards for the Planned Development Zoning set forth the basic parameters for the future development including the identification of allowed uses, setbacks, building height, parking requirements, open space requirements, and required environmental mitigation. Should this rezoning be approved, a Planned Development Permit would subsequently be required. This Permit would focus on the finite design details of the architecture of the site plan in conformance with the adopted development standards.

### Sustainability

This project is subject to the City of San Jose Green Building Ordinance for New Construction Private Development. A future Planned Development Permit for this project will be conditioned to be GreenPoint for 50 points or LEED Certified prior to issuance of a building permit.

## California Environmental Quality Act (CEQA)

The subject rezoning is a less intense project than the one analyzed for the initial Planned Development Rezoning (File No. PDC08-061) of the subject site. Therefore, this rezoning will use the same Environmental Impact Report (EIR) that was certified by the City Council as complete and in conformance with the California Environmental Quality Act (CEQA) under Resolution No. 75192 on December 1, 2009. This EIR provided program-level environmental review for text amendments to the *Midtown Specific Plan* and the *San José 2020 General Plan*, as well as, project-level environmental review for the Planned Development Rezoning. The EIR identified the project would result in significant unavoidable transportation impacts, which are briefly summarized below.

The EIR also includes mitigation measures that would reduce any potentially significant project impacts to biological resources, cultural resources, geology and soils, hazards and hazardous materials and noise to a less-than-significant level. The mitigation measures will be included in the development standards of the Planned Development Rezoning.

### Traffic

The project traffic would constitute one percent or more of freeway capacity on two of the freeway segments already operating at Level F: Highway 87 from I-280 to Julian Street, northbound during the AM peak hour and Highway 87 from Julian Street to I-280 southbound during the PM peak hour. In addition to freeway impacts, at a cumulative level, looking at the incremental effects of an individual project when viewed in connection with the effects of past, current and probable future projects, the proposed Planned Development Rezoning would contribute to a cumulative impact to the local intersection of Meridian Avenue and San Carlos Street, a protected intersection and result in significant impacts at four directional peak hour freeway segments.

### PUBLIC OUTREACH/INTEREST

In addition to the community meeting, the property owners and occupants within a 1,000-foot radius were sent public hearing notices for the Planning Commission and City Council hearings. This staff report has been posted on the City's web site. Signage has been posted at the site to inform the public about the proposed change. Staff has been available to discuss the proposal with interested members of the public.

### General Correspondence

Multiple e-mails and letters were received from community members and are attached to this report. The letters stated various concerns and support. Concerns centered on the perceived amount of traffic that the project would bring through the neighborhood, the loss of retail space, and the timing of the development of the Park. Support centered on the reduced height on Block C as it is seen as being more compatible with the adjacent residences and that the project will provide the additional land needed for the future Park at the southeast corner of Auzerais Avenue and Sunol Street.

Project Manager: Lesley Xavier Approved by: Sim July Date: Approved by:

Owner/Applicant:	Attachments:
Green Republic, LLP c/o Michael Van Every 84 W. Santa Clara Street, Suite 600 San Jose CA 95113	Applicant's Requested Development Standards Staff's Recommended Development Standards Neighbor Correspondence Plan Set

# **Applicant's Requested Development Standards**

PDC08-061(revised-10/31/12) (revised-1/15/2013) OHLONE MIXED USE PROJECT DEVELOPMENT STANDARDS

### **USE ALLOWANCES:**

- 1. Residential development ranging from: 600 680-800-attached residential units. The project shall comply with the City's Inclusionary Housing Ordinance.
- 2. Commercial development range: 12,500 24,000 30,000 gross square feet,
- 3. Permitted, Special and Conditional uses of the CN Commercial Neighborhood District, as amended. Special and Conditional Uses of the CN Commercial Neighborhood District, as amended may be considered with a Planned Development Permit Amendment.
- 4. Uses of the LI Light Industrial Zoning District, as amended may be allowed on blocks that do not include new residential development as proposed. The continuance of existing legal industrial uses is allowed. Any modifications or expansions of such uses will be subject to a Planned Development Permit. Such permits may be subject to site, landscape and sidewalks upgrades to ensure better compatibility with the proposed residential development and to facilitate good pedestrian connectivity between Auzerais Avenue and W. San Carlos Street. Interim uses of proposed blocks for parking lots and/or other use consistent with Midtown Specific Plan Policy 2.4 may be allowed upon the issuance of a Planned Development Permit. Construction staging for the subject development and/or off-site transit improvements may also be allowed with a Permit Adjustment.

### DEVELOPMENT STANDARDS:

Division of Site into Three Blocks. The project site shall be divided into three blocks, each bound by public or private streets. Block A shall be located closest to San Carlos Street, Block C shall be located closest to Auzerais Avenue, and Block B located between the aforementioned blocks. Private streets shall include public access easements and shall not be gated. In the event that the project is phased (i.e. only one or two blocks built at first phase), the sidewalks improvements to provide good pedestrian connectivity to Auzerais Avenue and W. San Carlos Street shall be built with the first phase.

All setbacks as described below are measured from the property line, except for building elements adjacent to the proposed internal private streets, where the setbacks are measured from the face of curb adjacent to the parking lane. The street names for the new street referenced in these development standards are tentative and subject to final approval at the Tentative Map stage. Wide sidewalks shall be provided throughout the project to facilitate generous clearance for pedestrians and also opportunities for sidewalk cafes and/or outdoor displays, where adjacent to commercial frontages.

### Block A:

Maximum/Minimum Height: A residential tower shall be provided that encompasses 10-25% of the block foot print shall be provided. This tower shall be between 140 and 150 feet (11-15 stories above grade). All other buildings shall be limited to 65 feet (max.), except that minor roof top appurtenances such as stairwells, equipment screens, elevator towers, etc. placed more than 5 feet from the streetwall may extend up to 80 feet (max.). An "FAA Determination of No Hazard" shall be obtained prior to the issuance of a Building Permit.

San Carlos Street Setback: 5' minimum (excluding minor architectural projections such as, but not limited to, awnings, fins signs, and balconies). At least 75 percent of the frontage shall have buildings where the first floor is within 10 feet of the minimum setback line. The tower shall have a minimum/maximum setback of 20/25 feet for at least 70% of the building face oriented towards this street. There shall be a minimum 17-foot wide sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

Sunol Street Setback: 5' minimum (excluding minor architectural projections such as, but not limited to, awnings, fins signs, and balconies). At least 35 percent of the frontage shall have buildings where the first floor is within 10' of the minimum setback line. The tower shall have a minimum setback of 80 feet. There shall be a minimum 16 sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

Earle Avenue Extension (New Private Street) Setback: 20' minimum for building (12' for private or semi-private open space) from face of parking lane curb. The maximum building setback shall not exceed 30 feet. There shall be at least 3 linear feet of landscaping between the sidewalk and all private or semi-private open space areas. The tower shall have a minimum setback of 100 feet. There shall be a minimum 10' sidewalk (combination of public and/or private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

West Street (New Street) Setback: 10' minimum (excluding minor architectural projections such as, but not limited to, awnings, fins signs, and balconies). At least 50 percent of the frontage shall have buildings where the first floor maintain a 15' maximum setback. The tower shall have a minimum/maximum setback of 20/25 feet respectively for at least 50% of the building face oriented towards this street. There shall be a minimum 14' sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

### Use Restrictions:

- 1. The ground floor frontages along San Carlos Street and Sunol Street shall be comprised of only commercial uses such as restaurants, retail, and personal services. Office uses, shall be limited to no more than 20% of the commercial frontage on San Carlos Street, and no more 50% of the Sunol frontage.
- 2. Garage access shall be limited to Earle Street. Avenue and West Street.

- 3. The street level residential interface with Earle Avenue shall be comprised of units with direct individual-access to the street including stoops and semi-private open space.
- 4. Commercial loading spaces may be provided along the curb of public or private streets.
- 5. A single, open plaza area, with direct access to San Carlos Street and Sunol Street shall be provided. This plaza shall be at least 5,000 square feet.
- 6. Parking lanes along private streets shall include sidewalks pop-outs (i.e. sidewalk areas without parking that extend to the edge of the travel lane) with a combined total length of at least 100 feet per street.

### Block B:

Maximum/Minimum Height: A residential tower shall be provided that encompasses 10-25% of the block foot print shall be provided. This tower shall be between 140 and 150 feet (11-15 stories above grade) and shall be offset from that of Block A. All other buildings shall be limited to 65 feet (max.), except that minor roof top appurtenances such as stairwells, equipment screens, elevator towers, etc. placed more than 5 feet from the streetwall may extend up to 80 feet (max.). If applicable, Aa "FAA Determination of No Hazard" shall be obtained prior to the issuance of a Building Permit.

Sunol Street Setback: 10' minimum (excluding minor architectural projections such as, but not limited to, awnings, fins signs, and balconies). The tower shall have a minimum / maximum setback of 10-20 feet respectively for at least 50% of the building face oriented towards this street. There shall be a minimum 16 foot sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

Earle Avenue Extension (New Private Street) Setback: 20' minimum for building, excluding stairs to podium level, (12' for private or semi-private open space) from face of parking lane curb. The maximum building setback shall not exceed 30 feet. There shall be at least 3 linear feet of landscaping between the sidewalk and all private or semi-private open space areas. The tower shall have a minimum/maximum setback of 30/40 feet respectively for at least 70% of the building face oriented towards this street.. There shall be a minimum 10' sidewalk (combination of public and/or private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

West Street (New Street) Setback: 10' minimum. At least 60 percent of the frontage shall have buildings where the first floor maintain a 15' maximum setback. The tower shall have a minimum setback of 80 feet. There shall be a minimum 14' sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

South Lane (New Street) Setback: 20' minimum for building (12' for private or semi-private open space) from face of parking lane curb. The maximum building setback shall not exceed 30 feet. There shall be at least 3 linear feet of landscaping between the sidewalk and all private or semi-private open space areas. The tower shall have a minimum setback of 100 feet. There shall be a minimum 10' sidewalk (combination of public and/or private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

### Use Restrictions:

- 1. The ground floor frontages along Sunol Street shall be comprised of commercial uses or residential common use areas such as, but not limited to community rooms, recreation rooms, or lobbies.
- 2. No individual residential units shall be located on the ground floor adjacent to Sunol Street.
- 3. Garage access shall not be allowed from Sunol Avenue.
- 4. The street level residential interface with Earle Avenue and South Lane shall be comprised of units with direct individual access to the street including stoops and semi-private open space.
- 5. Parking lanes along private streets shall include sidewalks pop-outs (i.e. sidewalk areas without parking that extend to the edge of the travel lane) with a combined total length of at least 100 feet per street.

### Block C:

Maximum/Minimum Height: A residential tower shall may be provided that encompasses 10-25% of the block foot print shall be provided. A This tower shall may be between 110 and 130 feet (10-11 stories above grade). All other buildings shall be limited to 50 to 80-65 feet (max.), except that minor roof top appurtenances such as stairwells, equipment screens, elevator towers, etc. placed more than 5 feet from the streetwall may extend up to 80-90 feet (max.). If applicable, a An "FAA Determination of No Hazard" shall be obtained prior to the issuance of a Building Permit.

Sunol Street Setback: 10' minimum (excluding minor architectural projections such as, but not limited to, awnings, fins signs, and balconies). At least 50 percent of the total buildings (1st floor) facing this street shall maintain a 15 foot maximum setback. The \(\Delta\) tower shall have a minimum setback of 80 feet. There shall be a minimum 16 sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

Auzerais Avenue Setback: 5' minimum for building, 3' for patios or other private/semi-private open space. There shall be at least 3 linear feet of landscaping between the sidewalk and all private or semi-private open space areas. At least 60 percent of the total buildings (1st floor) facing this street shall maintain a 15' maximum setback. The A tower shall have a minimum/maximum setback of 5/25 feet respectively. There shall be a minimum 12' sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

South Lane (New Street) Setback: 20' minimum for building (12' for private or semi-private open space) from face of parking lane curb. The maximum building setback shall not exceed 30 feet. There shall be at least 3 linear feet of landscaping between the sidewalk and all private or semi-private open space areas. The tower shall have a minimum setback of 100 feet. There shall be a minimum 10' sidewalk (combination of public and/or private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

West Street (New Street) Setback: 10' minimum for building, 3' for patios or other private/semi-private open space. There shall be at least 3 linear feet of landscaping between the sidewalk and all private or semi-private open space areas. At least 60 percent frontage shall have buildings where the first floor maintain a 15' maximum setback. The tower shall have a minimum/maximum setback of 10/25 feet respectively. There shall be a minimum 12' sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

Light Rail Transit R-O-W Setback: 10 feet minimum

### Use Restrictions:

- 1. Block C must maintain at least 2,500 square feet of commercial uses facing Sunol Street.
- 2. No more than three (3) live/work units and one (1) residential unit shall be located on the ground floor facing the Sunol. The residential unit entrance and open space shall orient toward the proposed private street.
- 3. The street level residential interface with South Lane shall be comprised of units with direct individual-access to the street including stoops and semi-private open space.
- 4. A single, open plaza area, with direct access to Auzerais Avenue and Sunol Street shall be provided. This plaza shall be at least 4,000 square feet.
- 5. Parking lanes along private streets shall include sidewalks pop-outs (i.e. sidewalk areas without parking that extend to the edge of the travel lane) with a combined total length of at least 100 feet per street.

ARCHITECTURE: The project shall use high quality materials and finishes. If applicable, the footprints of the project three towers shall be staggered as noted in the setback standards. Façade designs oriented toward the same direction shall be treated so that there is adequate variation to avoid a similar appearance for each tower. Façades with ground floor residential uses, shall be substantially articulated with stoops, individual unit entrances, and/or common building entrances to help activate the appearance of the streetscape to the satisfaction of the Director of Planning at the Planned Development Permit stage.

**PARKING REQUIREMENTS:** No outdoor surface parking, except along streets, shall be allowed anywhere on the project site. Bicycle parking shall be provided for each block in accordance with the Title 20 (Zoning Ordinance) requirements, as amended.

### Residential:

Note: The table below includes a 10% reduction from the standard Zoning Ordinance parking requirements for uses in close proximity to transit. An alternating parking arrangement may be considered at the Planned Development Permit stage for partial use of surplus commercial parking areas within parking garages.

Unit Type	Requirement	•
Studio	1.00 to 1.35 per unit	
1 Bedroom	1.00 to 1.35 per unit	
2 Bedroom	1.35 to 1.62 per unit	
3 Bedroom	1.5 to 1.62 1.8 per unit	
Additional Bedrooms	.135 per unit	
Live/Work Unit Based	on bedroom count only	Per Title 20 Requirement
Units coupled with tandem		
parking or parking lifts	1.5 to 2.0 unit	

Parking Exception for Street Parking: The overall residential and commercial parking requirement may be reduced by up to 10%, at the discretion of the Director of Planning at the Planned Development Permit stage, provided that the developer can demonstrate that adequate street parking along the public and private street frontages of the project (including both side of West Way) is provided in accordance with the standards identified for the this project.

Retail/Commercial: Parking shall be provided at a rate of one space per 400 net square feet of tenant space for ground floor commercial uses, as per Title 20 as amended. The parking exception for street parking noted above may be applied to the commercial component of the project.

Pursuant to the Developer's request per separate agreement and endorsement with "Transform; the Developer voluntarily agrees to the following conditions that shall also be placed as a condition within the PD Permit:

- 1. To provide a Valley Transportation Authority "Eco-Passes" (or equivalent pass) to all future property owners or tenants.
- a. Condominium unit owners shall be issued two passes at the time of close of escrow for each unit. The Eco-Passes (or equivalent pass) shall be administered through the respective developer, and then the later by the home owners association.
- b. Apartment tenants shall be issued two Eco-passes (or equivalent pass) per unit on a monthly or yearly basis through 2055.
- 2. Developer may "provide unbundled" parking spaces for those units that have two bedrooms unless they are tandem parking stalls and assigned to a particular unit within each phase of development.

### RESIDENTIAL OPEN SPACE REQUIREMENTS

<u>Private Open Space</u> - 60 square feet per unit (for at least 50% of the units). This may be adjusted at a 1 square foot to 1 square foot ratio at the PD Permit stage for an increase in size of the common open space area(s). The minimum width shall be 6 feet, however a minor reduction in that width may be considered by the Director of Planning at the PD Permit stage if the overall size of open space area is increased beyond the overall minimum area requirements.

Common Open Space - 100 square feet average per unit (this includes enclosed recreation space). 50% of the public plazas outside the setback area may be counted towards the common open space requirement.

### PARK DEDICATION:

Prior to the approval of a <u>Certificate of Occupancy for the first construction phase of the project.</u>

Planned Development Permit\_the developer shall <u>dedicate for park purposes place a Deed Restriction on 3.99 acres of property located at Auzerais and Sunol Streets, to ensure the land is dedicated for City Parkland. During the PD Permit process, the Developer shall begin work with Planning, Public Works and Parks and Neighborhood Services and the District 6 Community on the design of Del Monte Park and construction Parks Agreement. The final land dedication by the Developer shall be determined with the City's approval of the first Planned Development Permit.</u>

Alternatively, the developer and City may enter into a development agreement to address timing, dedication and improvement of the above mentioned parkland.

CONTRIBUTION FOR TRANSIT IMPROVEMENTS: Prior to issuance of a Certificate of Occupancy for the first construction phase of the project Planned Development Permit, the developer has voluntarily agreed to will contribute the sum of \$1,000,000 to be applied to the development and/or design and/or financing of the West San Carlos (WSC) station or other public transportation nodes that the City and VTA deem necessary.

PUBLIC INFRASTRUCTURE IMPROVEMENTS: A complete list of final conditions shall be applied at the Planned Development stage to the satisfaction of the Director of Public Works in accordance with the final memorandum. These include, but are not limited to the following:

- 1. For the impact at the protected intersection of Meridian Avenue and West San Carlos Street, construct offsetting improvements equivalent to \$202,000. The offsetting improvements are identified through the Strong Neighborhood Initiative process and a list of improvements is currently established.
- 2. Modify the traffic signal at the intersection of Sunol Street and West San Carlos Street to conform the project frontage to surrounding street alignment.
- 3. In accordance with CMP requirements, the project is required to implement "Immediate Actions" portion of the CMP TIA Guidelines. Measures may include:
- i. Bike lockers, racks, and facilities at Transit Centers
- ii. Bike storage at residential developments
- iii. Improve roadside bicycle facilities
- iv. Improve pedestrian facilities
- v. Bus Stop improvements
- vi. TDM programs and public information programs
- vii. HOV parking preference program
- 4. Stormwater Runoff Pollution Control Measures: This project must comply with the City's Post-Construction Urban Runoff Management Policy (Policy 6-29) which requires

implementation of Best Management Practices (BMPs) that include site design measures, source controls, and stormwater treatment controls to minimize stormwater pollutant discharges.

- 5. The In Lieu Undergrounding Fee shall be paid to the City for all frontages adjacent to Auzcrais Avenue and Sunol Street prior to issuance of a Public Works clearance. One hundred percent (100%) of the base fee in place at the time of payment will be due. (Currently, the base fee is \$395 per linear foot of frontage.) The Director of Public Works may, at her discretion, allow the developer to perform the actual undergrounding of all off-site utility facilities fronting the project adjacent to Sunol Street in lieu of paying the Undergrounding Fee. Developer shall submit copies of executed utility agreements to Public Works prior to the issuance of a Public Works Clearance.
- 6. Applicant shall be responsible to remove and replace curb, gutter, and sidewalk damaged during construction of the proposed project.
- 7. Dedication and improvement of the public streets to the satisfaction of the Director of Public Works.
- 8. Repair, overlay, or reconstruction of asphalt pavement may be required. The existing pavement will be evaluated with the street improvement plans and any necessary pavement restoration will be included as part of the final street improvement plans.
- 9. Existing electroliers along the project frontage will be evaluated at the public improvement stage and any street lighting requirements will be included on the public improvement plans.
- 10. Per Common Interest Development (CID) Ordinance, all common infrastructure improvements such as private streets shall be designed and constructed in accordance with the current CID standards.
- 11. Provide public pedestrian and public bike access easements over the proposed private streets (South Lane and Earle Street).

# Staff's Recommended Development Standards

PDC08-061 File No. PDC13-004 OHLONE MIXED USE PROJECT DEVELOPMENT STANDARDS

### **USE ALLOWANCES:**

- 1. Residential development ranging from: 680600-800 attached residential units. The project shall comply with the City's Inclusionary Housing Ordinance.
- Commercial development range: 24,000 14,000 30,000 gross square feet.
- 3. Permitted, Special and Conditional uses of the CN Commercial Neighborhood District, as amended. Special and Conditional Uses of the CN Commercial Neighborhood District, as amended may be considered with a Planned Development Permit Amendment.
- 4. Uses of the LI Light Industrial Zoning District, as amended may be allowed on blocks that do not include new residential development as proposed. The continuance of existing legal industrial uses is allowed. Any modifications or expansions of such uses will be subject to a Planned Development Permit. Such permits may be subject to site, landscape and sidewalks upgrades to ensure better compatibility with the proposed residential development and to facilitate good pedestrian connectivity between Auzerais Avenue and W. San Carlos Street. Interim uses of proposed blocks for parking lots and/or other use consistent with Midtown Specific Plan Policy 2.4 may be allowed upon the issuance of a Planned Development Permit. Construction staging for the subject development and/or off-site transit improvements may also be allowed with a Permit Adjustment.

### **DEVELOPMENT STANDARDS:**

Division of Site into Three Blocks. The project site shall be divided into three blocks, each bound by public or private streets. Block A shall be located closest to San Carlos Street, Block C shall be located closest to Auzerais Avenue, and Block B located between the aforementioned blocks. Private streets shall include public access easements and shall not be gated. In the event that the project is phased (i.e. only one or two blocks built at first phase), the sidewalks improvements to provide good pedestrian connectivity to Auzerais Avenue and W. San Carlos Street shall be built with the first phase.

All setbacks as described below are measured from the property line, except for building elements adjacent to the proposed internal private streets, where the setbacks are measured from the face of curb adjacent to the parking lane. The street names for the new street referenced in these development standards are tentative and subject to final approval at the Tentative Map stage. Wide sidewalks shall be provided throughout the project to facilitate generous clearance for pedestrians and also opportunities for sidewalk cases and/or outdoor displays, where adjacent to commercial frontages.

### Block A:

Maximum/Minimum Height: A residential tower shall be provided that encompasses 10-25% of the block foot print shall be provided. This tower shall be between 140 and 150 feet (11-15 stories above grade). All other buildings shall be limited to 65 feet (max.), except that minor roof top appurtenances such as stairwells, equipment screens, elevator towers, etc. placed more than 5 feet from the streetwall may extend up to 80 feet (max.). An "FAA Determination of No Hazard" shall be obtained prior to the issuance of a Building Permit.

San Carlos Street Setback: 5' minimum (excluding minor architectural projections such as, but not limited to, awnings, fins signs, and balconies). At least 75 percent of the frontage shall have buildings where the first floor is within 10 feet of the minimum setback line. The tower shall have a minimum/maximum setback of 20/25 feet for at least 70% of the building face oriented towards this street. There shall be a minimum 17-foot wide sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

Sunol Street Setback: 5' minimum (excluding minor architectural projections such as, but not limited to, awnings, fins signs, and balconies). At least 35 percent of the frontage shall have buildings where the first floor is within 10' of the minimum setback line. The tower shall have a minimum setback of 80 feet. There shall be a minimum 16 sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

Earle Avenue Extension (New Private Street) Setback-: 20' minimum for building (12' for private or semi-private open space) from face of parking lane curb. The maximum building setback shall not exceed 30 feet. There shall be at least 3 linear feet of landscaping between the sidewalk and all private or semi-private open space areas. The tower shall have a minimum setback of 100 feet. There shall be a minimum 10' sidewalk (combination of public and/or private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

West Street (New Street) Setback: 10' minimum (excluding minor architectural projections such as, but not limited to, awnings, fins signs, and balconies). At least 50 percent of the frontage shall have buildings where the first floor maintain a 15' maximum setback. The tower shall have a minimum/maximum setback of 20/25 feet respectively for at least 50% of the building face oriented towards this street. There shall be a minimum 14' sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

### Use Restrictions:

- 1. The ground floor frontages along San Carlos Street and Sunol Street shall be comprised of only commercial uses such as restaurants, retail, and personal services. Office uses, shall be limited to no more than 20% of the commercial frontage on San Carlos Street, and no more 50% of the Sunol frontage.
- 2. Garage access shall be limited to Earle Street Avenue and West Street.

- 3. The street level residential interface with Earle Avenue shall be comprised of units with direct individual access to the street including stoops and semi-private open space.
- 4. Commercial loading spaces may be provided along the curb of public or private streets.
- 5. A single, open plaza area, with direct access to San Carlos Street and Sunol Street shall be provided. This plaza shall be at least 5,000 square feet.
- 6. Parking lanes along private streets shall include sidewalks pop-outs (i.e. sidewalk areas without parking that extend to the edge of the travel lane) with a combined total length of at least 100 feet per street.

### Block B:

Maximum/Minimum Height: A residential tower shall be provided that encompasses 10-25% of the block foot print shall be provided. This tower shall be between 140 and 150 feet (11-15 stories above grade) and shall be offset from that of Block A. All other buildings shall be limited to 65 feet (max.), except that minor roof top appurtenances such as stairwells, equipment screens, elevator towers, etc. placed more than 5 feet from the streetwall may extend up to 80 feet (max.). A "FAA Determination of No Hazard" shall be obtained prior to the issuance of a Building Permit.

Sunol Street Setback: 10' minimum (excluding minor architectural projections such as, but not limited to, awnings, fins signs, and balconies). The tower shall have a minimum / maximum setback of 10-20 feet respectively for at least 50% of the building face oriented towards this street. There shall be a minimum 16 foot sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

Earle Avenue Extension (New Private Street) Setback-: 20' minimum for building, excluding stairs to podium level, (12' for private or semi-private open space) from face of parking lane curb. The maximum building setback shall not exceed 30 feet. There shall be at least 3 linear feet of landscaping between the sidewalk and all private or semi-private open space areas. The tower shall have a minimum/maximum setback of 30/40 feet respectively for at least 70% of the building face oriented towards this street. There shall be a minimum 10' sidewalk (combination of public and/or private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

West Street (New Street) Setback: 10' minimum. At least 60 percent of the frontage shall have buildings where the first floor maintain a 15' maximum setback. The tower shall have a minimum setback of 80 feet. There shall be a minimum 14' sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

South Lane (New Street) Setback: 20' minimum for building (12' for private or semi-private open space) from face of parking lane curb. The maximum building setback shall not exceed 30 feet. There shall be at least 3 linear feet of landscaping between the sidewalk and all private or semi-private open space areas. The tower shall have a minimum setback of 100 feet. There shall be a minimum 10' sidewalk (combination of public and/or private) between building and face of curb, No setbacks shall apply to fully depressed parking garages.

### Use Restrictions:

- 1. The ground floor frontages along Sunol Street shall be comprised of commercial uses or residential common use areas such as, but not limited to community rooms, recreation rooms, or lobbies.
- No individual residential units shall be located on the ground floor adjacent to Sunol Street.
  - 3. Garage access shall not be allowed from Sunol Avenue.
- 4. The street level residential interface with Earle Avenue and South Lane shall be comprised of units with direct individual access to the street including stoops and semi-private open space.
- Parking lanes along private streets shall include sidewalks pop-outs (i.e. sidewalk areas
  without parking that extend to the edge of the travel lane) with a combined total length of
  at least 100 feet per street.

### Block C:

Maximum/Minimum Height: A residential tower shall may be provided that encompasses 10-25% of the block foot print shall be provided. This A tower shall be between 110 and 130 feet (10-11 stories above grade). All other buildings shall be limited to 6570 to 80 feet (max.), except that minor roof top appurtenances such as stairwells, equipment screens, elevator towers, etc. placed more than 5 feet from the streetwall may extend up to 8090 feet (max.). If applicable, Aan "FAA Determination of No Hazard" shall be obtained prior to the issuance of a Building Permit.

Sunol Street Setback: 10' minimum (excluding minor architectural projections such as, but not limited to, awnings, fins signs, and balconies). At least 50 percent of the total buildings (1st floor) facing this street shall maintain a 15 foot maximum setback. The tower shall have a minimum setback of 80 feet. There shall be a minimum 16 sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

Auzerais Avenue Setback: 5' minimum for building, 3' for patios or other private/semi-private open space. There shall be at least 3 linear feet of landscaping between the sidewalk and all private or semi-private open space areas. At least 60 percent of the total buildings (1st floor) facing this street shall maintain a 15' maximum setback. The A tower shall have a minimum/maximum setback of 5/25 feet respectively. There shall be a minimum 12' sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

South Lane (New Street) Setback: 20' minimum for building (12' for private or semi-private open space) from face of parking lane curb. The maximum building setback shall not exceed 30 feet. There shall be at least 3 linear feet of landscaping between the sidewalk and all private or semi-

private open space areas. The tower shall have a minimum setback of 100 feet. There shall be a minimum 10' sidewalk (combination of public and/or private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

West Street (New Street) Setback: 10' minimum for building, 3' for patios or other private/semi-private open space. There shall be at least 3 linear feet of landscaping between the sidewalk and all private or semi-private open space areas. At least 60 percent frontage shall have buildings where the first floor maintain a 15' maximum setback. The tower shall have a minimum/maximum setback of 10/25 feet respectively. There shall be a minimum 12' sidewalk (combination of public and private) between building and face of curb. No setbacks shall apply to fully depressed parking garages.

### Light Rail Transit R-O-W Setback: 10 feet minimum

### Use Restrictions:

1. Block C must maintain at least 2,500 square feet of commercial uses facing Sunol Street.

Block C shall include "flex space" surrounding the "Trolley Plaza". The flex space may be used as wholly residential, live/work, or commercial. However, this space is required to be designed and built for a commercial occupancy regardless of use.

 No more than three (3) live/work units and one (1) residential unit shall be located on the ground floor facing the Sunol. The residential unit entrance and open space shall orient

toward the proposed private street.

3. The street level residential interface with South Lane shall be comprised of units with direct individual access to the street including stoops and semi-private open space.

4. A single, open plaza area, with direct access to Auzerais Avenue and Sunol Street shall be provided. This plaza shall be at least 4,000 square feet.

5. Parking lanes along private streets shall include sidewalks pop-outs (i.e. sidewalk areas without parking that extend to the edge of the travel lane) with a combined total length of at least 100 feet per street.

ARCHITECTURE: The project shall use high quality materials and finishes. If applicable, the footprints of the three project towers shall be staggered as noted in the setback standards. Façade designs oriented toward the same direction shall be treated so that there is adequate variation to avoid a similar appearance for each tower. Façades with ground floor residential uses, shall be substantially articulated with stoops, individual unit entrances, and/or common building entrances to help activate the appearance of the streetscape to the satisfaction of the Director of Planning at the Planned Development Permit stage.

PARKING REQUIREMENTS: No outdoor surface parking, except along streets, shall be allowed anywhere on the project site. Bicycle parking shall be provided for each block in accordance with the Title 20 (Zoning Ordinance) requirements, as amended.

### Residential:

Note: The table below includes a 10% reduction from the standard Zoning Ordinance parking requirements for uses in close proximity to transit. An alternating parking arrangement may be considered at the Planned Development Permit stage for partial use of surplus commercial parking areas within parking garages.

Unit Type	Requirement
Studio	1.351.00 per unit
1 Bedroom	1.35 <u>1.00</u> per unit
2 Bedroom	1.62 <u>1.35</u> per unit
3 Bedroom	1.81.5 per unit
Additional Bedrooms	.135 per unit
Live/Work Unit	Based on bedroom-count only Per Title 20 parking requirements
Units coupled with tandem	
parking or parking lifts	<del>2.0</del> 1.5 unit

Parking Exception for Street Parking: The overall residential and commercial parking requirement may be reduced by up to 10%, at the discretion of the Director of Planning at the Planned Development Permit stage, provided that the developer can demonstrate that adequate street parking along the public and private street frontages of the project (including both side of West Way) is provided in accordance with the standards identified for the this project.

Retail/Commercial: Parking shall be provided at a rate of one space per 400 net square feet of tenant space for ground floor commercial uses, as per Title 20 as amended. The parking exception for street parking noted above may be applied to the commercial component of the project.

Pursuant to the Developer's request per separate agreement and endorsement with "Transform; the Developer voluntarily agrees to the following conditions that shall also be placed as a condition within the PD Permit:

- 1. To provide a Valley Transportation Authority "Eco-Passes" (or equivalent pass) to all future property owners or tenants.
- a. Condominium unit owners shall be issued two passes at the time of close of escrow for each unit. The Eco-Passes (or equivalent pass) shall be administered through the respective developer, and then the later by the home owners association.
- b. Apartment tenants shall be issued two Eco-passes (or equivalent pass) per unit on a monthly or yearly basis through 2055.
- 2. Developer may "provide unbundled" parking spaces for those units that have two bedrooms unless they are tandem parking stalls and assigned to a particular unit within each phase of development.

### RESIDENTIAL OPEN SPACE REQUIREMENTS:

<u>Private Open Space</u> - 60 square feet per unit (for at least 50% of the units). This may be adjusted at a 1 square foot to 1 square foot ratio at the PD Permit stage for an increase in size of the common open space area(s). The minimum width shall be 6 feet, however a minor reduction in that width may be considered by the Director of Planning at the PD Permit stage if the overall size of open space area is increased beyond the overall minimum area requirements.

<u>Common Open Space</u> - 100 square feet average per unit (this includes enclosed recreation space). 50% of the public plazas outside the setback area may be counted towards the common open space requirement.

### PARK DEDICATION:

Prior to the approval of a Planned Development Permit the developer shall place a Deed Restriction on 3.99 acres of property located at Auzerais and Sunol Streets to ensure the land is dedicated for City Parkland. During the PD Permit process, the Developer shall begin work with Planning, Public Works and Parks and Neighborhood Services and the District 6 Community on the design of Del Monte Park and construction Parks Agreement. The final land dedication by the Developer shall be determined with the City's approval of the first Planned Development Permit above mentioned. Prior to the issuance of the first building permit for the first phase of construction, an irrevocable offer of dedication shall be provided to the City of San Jose for the 3.99 acres of property located at the southwest corner of Auzerais Avenue and Sunol Street to ensure that this land is dedicated for City Parkland. During the Planned Development Permit process, the Developer shall begin work with Planning, Public Works and Parks Recreation and Neighborhood Services and the District 6 Community on the design of Del Monte Park and construction Parks Agreement. Dedicated land shall be delivered to Parks Recreation and Neighborhood Services in accordance with the standards set forth in Chapter 14.25 and Chapter 19.38 of the San Jose Municipal Code. Real property shall be free and clear of encumbrances, including, but not limited to, environmental contamination, structures, liens, and easements. The final land dedication shall be completed by the Developer prior to the issuance of the first Occupancy Permit.

CONTRIBUTION FOR TRANSIT IMPROVEMENTS: Prior to issuance of a Planned Development Permitthe occupancy of the first residential unit, the developer has voluntarily agreed to contribute the sum of \$1,000,000 to the City of San Jose for transit improvements. This contribution is intended to be applied to the development and/or design and/or financing of the West San Carlos (WSC) Light Rail station or other public transportation improvements nodes that the City and VTA deems necessary.

PUBLIC INFRASTRUCTURE IMPROVEMENTS: A complete list of final conditions shall be applied at the Planned Development stage to the satisfaction of the Director of Public Works in accordance with the final memorandum. These include, but are not limited to the following:

- 1. For the impact at the protected intersection of Meridian Avenue and West San Carlos Street, construct offsetting improvements equivalent to \$202,000. The offsetting improvements are identified through the Strong Neighborhood Initiative process and a list of improvements is currently established.
- 2. Modify the traffic signal at the intersection of Sunol Street and West San Carlos Street to conform the project frontage to surrounding street alignment.
- 3. In accordance with CMP requirements, the project is required to implement "Immediate Actions" portion of the CMP TIA Guidelines. Measures may include:
  - i. Bike lockers, racks, and facilities at Transit Centers
  - ii. Bike storage at residential developments
  - iii. Improve roadside bicycle facilities

- iv. Improve pedestrian facilities
- v. Bus Stop improvements
- vi. TDM programs and public information programs
- vii. \_\_\_HOV parking preference program
- 4. Stormwater Runoff Pollution Control Measures: This project must comply with the City's Post-Construction Urban Runoff Management Policy (Policy 6-29) which requires implementation of Best Management Practices (BMPs) that include site design measures, source controls, and stormwater treatment controls to minimize stormwater pollutant discharges.
- The In Lieu Undergrounding Fee shall be paid to the City for all frontages adjacent to Auzerais Avenue and Sunol Street prior to issuance of a Public Works clearance. One hundred percent (100%) of the base fee in place at the time of payment will be due. (Currently, the base fee is \$395 per linear foot of frontage.) The Director of Public Works may, at her discretion, allow the developer to perform the actual undergrounding of all off-site utility facilities fronting the project adjacent to Sunol Street in lieu of paying the Undergrounding Fee. Developer shall submit copies of executed utility agreements to Public Works prior to the issuance of a Public Works Clearance.
- 6. Applicant shall be responsible to remove and replace curb, gutter, and sidewalk damaged during construction of the proposed project.
- 7. Dedication and improvement of the public streets to the satisfaction of the Director of Public Works.
- 8. Repair, overlay, or reconstruction of asphalt pavement may be required. The existing pavement will be evaluated with the street improvement plans and any necessary pavement restoration will be included as part of the final street improvement plans.
- 9. Existing electroliers along the project frontage will be evaluated at the public improvement stage and any street lighting requirements will be included on the public improvement plans.
- 10. Per Common Interest Development (CID) Ordinance, all common infrastructure improvements such as private streets shall be designed and constructed in accordance with the current CID standards.
- 11. \_\_\_Provide public pedestrian and public bike access easements over the proposed private streets (South Lane and Earle Street).

### DEVELOPMENT AGREEMENT REQUIRED:

The modifications to the existing Development Standards are only applicable if the City Council approves a Development Agreement for the project with the developer and property owners. The Development Agreement shall be approved prior to the approval of a Planned Development Permit for the site and contain the following:

### Block C:

- Reduce minimum height on Parcel C from 150 feet to 70 feet.
- Eliminate commercial requirement on Parcel C but allow for commercial uses to occur.

Overall commercial land required shall be a minimum of 14,000 square feet, and up to
 30,000 allowed.

### Park Site Dedication:

- Irrevocable offer of dedication to the city of the 3.99 acre parcel at the southeast corner of Sunol Street and Auzerias Avenue at the issuance of the first building permit for residential uses on any of the three parcels.
- Dedication of the entire 3.99 acre parcel prior to the issuance of the first occupancy for residential uses of any of the three parcels.
- Park credits are to accrue to the party dedicating the land to the city.
- Failure to provide the land from the 3.99 acre parcel at southeast corner of Sunot Street and Auzerias Avenue to the City shall trigger on site park dedication for the full land requirements starting with on Parcel B and any other on site land required.

### Project Infrastructure Timing:

- Construct all street improvements for all street frontages of any individual parcel developed.
- Construct curb, gutter, street widening, underground utility extensions and sidewalk, on Sunol with Parcels B and C if preceding Parcel A.
- Construct all street improvements on West Street from development parcel B and C to West San Carlos Street if preceding Parcel A.
- Construct sidewalk, curb, gutter, street widening on West San Carlos Street.

### **Building Permits:**

Building Permits for the full building improvements shall be filed for the Block A tower within 2 years of occupancy of the first unit in either Block B or C. Failure to file the Building permits in a complete manner by the deadline shall result in the forfeiture of the unused park dedication credits if developer remains as the overall developer.

### **Transit Improvements:**

Prior to occupancy of the first residential unit, the developer shall contribute \$1,000,000 to the City of San Jose for transit improvements. The improvements are intended to allow construction of the planned West San Carlos Light Rail station at the southwest corner of the subject site.

# Neighbor Correspondence

### lavier, Lesley

rom:

Jim Kuhl [jim.kuhl@comcast.net]

Sent:

Wednesday, July 10, 2013 9:36 AM

o:

Xavler, Lesley

c:

Darren Ponce

Subject:

RE: Ohlone Rezoning (File No. PDC13-004)

Attachments: OhloneProjectExcerpt R1 4-18-13.docx; WSCRequirements R8 4-18-13.docx

isley:

nank you for the notification. Per your request for public comment on the Ohlone project, attached is the Sierra Club San Jose Cool Cities comments (i.e. hloneProjectExcerpt). These comments on the Ohlone are excerpts from a wider set of recommendations developed regarding the W. San Carlos S. Bascom project (i.e. WSCRequirements). The latter document is being circulated among interested community groups for review and comment. If you re interested, it is suggested you read the more encompassing "Corridor" document so as to more fully understand the rational for the Ohlone project parments. The Indented text below provides additional background.

The Sierra Club San Jose Cool Cities selects projects each year with the goal of improving the environment, targeting the City of San Jose. As an example, last year one of the "SJ Cool Cities" goals was obtaining the City Council's approval of a ban on the use of plastic bags within the city. For 2013, one of the projects selected by the team involved: improving the San Jose urban environment through influencing "sustainable land-use" initiatives underway within the city.

The San Jose's West San Carlos Street/South Bascom Avenue Commercial Corridor Village master plan project being pursued by the San Jose Planning Department was selected to determine if a beneficial impact could be made on the urban environment through the group's efforts. The attached document contains our <u>evaluation</u> <u>results</u>. A decision has been made by the "Cool Cities" team to more broadly distribute the document to Inform key individuals in the community of its content and obtain feedback. The "proposal" is intended to be a living document so content change recommendations are welcome.

You are cautioned that the document content does not represent a formal Sierra Club position; but, rather a trial attempt by the "SI Cool Cities" team to provide thoughtful urban land-use direction recommendations for consideration on a specific Planning Department "Village" project. A broad definition is taken in the proposal on what is beneficial environmental impact.

est regards, m Kuhl, Sierra Club San Jose Cool Cities volunteer urban environment advocate 108) 997-1230

C: Darren Ponce, Sierra Club San Jose Cool Citeis Chairman

irom: Xavier, Lesley [mailto:Lesley.Xavier@sanjoseca.gov]

ient: Tuesday, July 09, 2013 12:07 PM

'o: Xavier, Lesley

iubject: Ohlone Rezoning (File No. PDC13-004)

Dear Interested Community Member:

The above mentioned project has been set for hearing. Please see the attached hearing notice. If you have any juestions or would like to submit comments, please send me a return e-mail.

Sincerely,

# Cesley Xavier

Project Manager

Lesley Xavier, Planner II Planning Division

### Requirements for W. San Carlos Commercial Village Corridor Project

- San Jose is an urban sprawl bedroom community lacking sufficient jobs within its boundary to support its resident population. This phenomenon has resulted in San Jose having the highest levels of commuting in the Bay Area with all the negative environmental consequences (i.e. vehicular emissions). In the Del Monte area, between Los Gatos Creek and Meridian Avenue, zoning for 20-story (160 foot high) buildings is and has been encouraged by the San Jose Planning Department because of the large parcel sizes and excellent access (i.e. less than 1 mile walking distance) to Diridron Station's public transportation center (i.e. BRT LRT, Caltrain and future BART access). The retail/residential mix land-use thrust now being entertained should not be pursued. Strategically, this urban area should be devoted to high-paying professional jobs-centric commercial development (e.g. a high tech company's research and development center). Achieving high-density jobs-centric development in the Del Monte area would help to reduce the current San Jose high worker commuting problem. For the Del Monte area's professional workers, nearby housing could come from the new mixed residential/retail use development along WSCC. A highly viable future "Urban Village" could be created within San Jose with jobs provided by future De Monte commercial development and the new housing and goods/services provided by WSCC mixed-use development.
  - 9.1. In the Del Monte area, At 860 West San Carlos Street on the south side is a vacant 8.25 acre parcel owned by the Santa Clara Transit Authority. In 2009, the Green Republic LLP, proposed building a 20 story multi-level mixed use building (12,000:25,000 ft² of retail space and 260:800 residential units) called "The Ohlone." Mixed residential and retail is not the "best" use of this unique large parcel of land with its convenient access to public transit for the reasons previously mentioned.
    - 9.1.1.However, if "The Ohlone" is ultimately approved by City Council and the developer obtains financing, the proposed <u>four (4) acre public park</u> developer concession makes little sense, given nearby Los Gatos Creek Trail park area available for Ohlone resident use. A superior approach to meet the needs of the entire community nearby would be to allow the developer to fully build out the 8.25 acre parcel and, as the concession, purchase multiple parcels along WSCC to be converted to pocket parks. Distributed pocket parks along WSCC would be a significantly contribution towards creating a "Village" atmosphere.
- 12. Four city lot (e.g. 50 feet wide and 100 foot deep) pocket parks designed for children (i.e. ages 2 to 10) are to be established alternately and evenly distributed on either side of West San Carlos Street between McEnvoy Street and South Bascom Avenue to draw local resident families into the "Corridor."

### DELMAS PARK NEIGHBORHOOD ASSOCIATION

May 28, 2013

Councilmember Sam Liceardo Councilmember Pierluigi Oliverio 200 E. Santa Clara Street 18<sup>th</sup> Floor San Jose, CA 95113

Dear Councilmembers Liceardo and Oliverio.

The Delmas Park Neighborhood Association would like to submit the following comments for both the construction of the new Orchard Supply Hardware on Auzerais/Royal/W San Carlos and the Ohlone Towers. Our neighborhood boundaries are Bird Avenue, W. San Carlos, and freeways 87 and 280. We want to state very clearly that we welcome these new developments to our neighborhood.

Our concern is the increased traffic load on the Bird/Auzerais/280 intersection. The existing configuration is confusing and likely to become increasingly dangerous with increased traffic.

Specific design concerns regarding the existing configuration include:

- Design and width of Auzerais east of Bird Avenue (residential street with one lane in each direction and on-street parking) compared to width of Auzerais west of Bird (considerably wider street with pork chops for right turns).
- The need to weave across 3 lanes of traffic to access freeway on-ramps for cars traveling west on Auzerais and turning either right or left onto Bird Avenue
- Short distance to freeway on-ramp for northbound 280 traffic from Auzerais
- Short distance from freeway off-ramp onto Bird Avenue from northbound 280 to west bound Auzerais which includes crossing three lanes of traffic
- Extremely short left turn lane from Bird/280 on to westbound Auzerais (will accommodate 4 to 5 vehicles)
- Increased future bicycle traffic on Auzerais which links the Los Gatos and Guadalupe creek trails and the effect the bicycle traffic has on left turns for cars traveling on Auzerais

And finally the serious pedestrian safety concern for young children that the neighborhood has expressed several times:

• The at-grade crossing of freeway on and off ramps for elementary school children from the Delmas Park neighborhood going to Gardner Academy

We ask that consideration be given to direct the use of traffic impact fees from the Ohlone project to improve this intersection, and to consider these concerns in all plans for that intersection as the Greater Diridon area is developed.

# DELMAS PARK NEIGHBORHOOD ASSOCIATION

Please contact Kathy Sutherland if you have any questions or need more information. <u>kathysutherland@pacbell.net</u> 408-930-9942

Sincerely,

Phil Hood

President, Delmas Park Neighborhood Association

Co: Hans Larsen, Director DOT

Phil Hood

Joe Horwedel, Director PBCE

Lesley Xavier, PBCE Ragan Henniger, D3 Paul Pereira, D3



# Willow Glen Neighborhood Association PO Box 7706, San Jose CA 95150 | WGNA.net | Facebook.com/WillowGlenNA

April 11, 2013

Lesley Xavier Project Manager City of San Jose 200 E. Santa Clara St. San Jose, CA

Re: Green Republic Rezoning for Ohlone Project. Application File No. PDC-13-004

Dear Lesley,

As officers of the Willow Glen Neighborhood Association, we would like to provide public comments to the proposed rezoning of Block C of the Ohlone Project. We believe that this project will fill a hole, albeit currently a blighted hole, between the Monte Vista and Mosaic/Elements developments.

Not only will enhanced infrastructure such as streets and sidewalks improve upon existing conditions but the new retail and additional pedestrian and bicycle traffic will enliven the area north of I-280 and south of San Carlos Street.

Additionally, a height reduction from 150 feet to 50 feet, along with a change in building construction type to wood frame construction, will fit in nicely with existing developments in the area. A scale of between 50 to 65 feet ensures continuity of existing building scale. The reduced height on Block C would allow the project to proceed more quickly, therefore triggering the transfer of the warehouse kitty-corner to the project for an earlier completion of the entire park. This should be an ironelad condition for Block C to go forward at a lower height.

The addition of 3.99 acres of parkland will also provide badly needed park space as well as recreational opportunities. The park will provide a beautiful buffer and gateway to the Los Gatos Creek and Guadalupe River trails.

The reduced height on Block C would allow the project to proceed more quickly, therefore triggering the transfer of the warehouse kitty-corner to the project for an earlier completion of the entire park. This should be an iron clad condition for Block C to go forward at lower height.

This change in the zoning standards is acceptable to the Willow Glen Neighborhood Association. When it comes to community redevelopment, visual continuity, recreational opportunities, and neighborhood level retail, we all want the same thing; vibrant and beautiful public spaces.

Thank you for your consideration of this development change.

Sincerely,

Richard Zappelli, WGNA President

Carlos Babcock, First Vice President

From: Barbara Gundy [barbiegundy@gmail.com]

Sent: Tuesday, April 30, 2013 8:18 AM

To: Xavier, Lesley

Cc: kvoronin@republic-urban.com

Subject: Sunol & San Carlos File #PDC13-004

Hello

I am Barbara Gundy a resident at 809 Auzerais Ave, SJ, CA 95126.

I will be unable to attend tonight's meeting at Korean Palace,

but I want to voice my strong hope that the condo buildings to be on Sunol, will not be higher than my 4 story condo building the Monte Vista Condos.

I am very hopeful to see your letter that the proposed height will go from

150 feet to 50 feet, Please! I cannot imagine buildings at that height in our neighborhood.

Thank you very much for your consideration.

Work phone 408-984-3355

Home phone 408-298-3257

Sincerely.

Barbara Gundy

From:

Doug Becker [roushdude@gmall.com]

Sent:

Monday, April 29, 2013 11:25 AM

To:

Xavier, Lesley; kvoronin@republic-urban.com

Subject: Proposal at San Carlos and Sunol Streets

Good day,

I received a notification of a building proposal near my residence, 809 Auzerais Avenue. Does this plan have a projection of how traffic will be affected during and after construction and the hours construction will occur/7 days a week? Will the proposed park across from my property finally be built as was suppose to years ago (my understanding was my builder, KB Home, provided money for the park but the city spent it else where)? What types of businesses could move in? Will the streets be widened and more parking provided (parking is already bad in this area and sometimes traffic too)?

Thank-you, Doug

From:

brianward1498@comcast.net

Sent:

Wednesday, February 20, 2013 1:55 AM

To: Subject: Xavier, Lesley Planning Department

**Public Comments** 

Folder Number: 2013 003914 ZN Project Manager: Lesley Xavier

The decrease in retail space should not be permitted as all of the public hearings said there would be approximately 24,000 feet of retail. The reduction violates the Mid-town Specific Plan.

Name: Brian Ward

Email: brianward1498@comcast.net Telephone Number: 408-299-1374

Web Server: www.sjpermits.org

Client Information: Mozilla/5.0 (Windows NT 6.1; WOW64; rv:18.0) Gecko/20100101

Firefox/18.0

From: Sent:

Nicole Clemens [niki611b@gmail.com] Thursday, September 06, 2012 3:13 PM

To:

Xavier, Lesley

Subject:

Green Republic project

# Hi Lesley,

I was wondering about the maximum height of this project at West San Carlos and Sunol. Green Republic has indicated a maximum height of 150 feet, however, I thought the Midtown specific plan for the Vasona area stated the maximum height allowed to be 90 feet. Could you please clarify this for me?

I have general concerns about the height of this building and whether and to what extent it will affect light on the adjacent Monte Vista condo development. I'd like to request that this question/comment be made a part of the administrative record as I was unaware and did not attend the Community Outreach meeting on July 12, 2012.

Finally, when is the next public hearing on this project? I thank you in advance for your help in this matter. Although I do have concerns about the height of the project, I welcome seeing more mixed-use in Midtown and applicated San Jose's efforts to this end.

Cheers, Nicole Resident at Monte Vista

From:

Spencer Sun [spencer89123@gmail.com]

Sent:

Wednesday, September 05, 2012 3:08 PM

To:

Xavier, Lesley

Subject: RE: Ohlone Development

Hi Lesley,

Thanks for the reply!

Is there any other info available with current status, projected timeline, etc. for that future station? Everything I could find in Google is like 2 years old.

i.e. I'm trying to get a sense of how close it is to actually being built, or how much additional development in the area would be required before the city/VTA would go forward with it.

I'm currently living at 809 Auzerais, so I would love to see a LRT station there :-) But I'm guessing I shouldn't hold my breath...

Thanks, Spencer

On Aug 31, 2012 8:43 AM, "Xavier, Lesley" < Lesley. Xavier@sanjoseca.gov > wrote: It will contribute money towards the station, but the project itself will not build the station.

# Lesley

----Original Message----

From: S. Spencer Sun [mailto:spencer89123@gmail.com]

Sent: Friday, August 31, 2012 8:40 AM

To: Xavier, Lesley

Subject: Ohlone Development

Hello,

I just got a notice of hearing for the Ohlone development planned for 860

W. San Carlos.

Does the project plan involve anything like building a new VTA station in

between the Diridon and Race stations?

Thanks,

Spencer

From:

Ken Colson [waterwalla@yahoo.com]

Sent:

Monday, July 16, 2012 2:17 PM

To:

Xavier, Lesley

Cc:

ehayden@republic-urban.com

Subject: Comments on PD 12-03 Ohlone proposal, West San Carlos St.

The proposed project: "There will be approximately 12,000 square feet of retail space along West San Carlos Street. There will be approximately 12,000 square feet of retail space along West San Carlos Street."

Question: Is the inclusion of 12,000 retail something that was derived from a careful analysis of the market need for this retail space or is it a condition imposed on the developer by the planning department in anticipation that there might be a need?

I ask this because I, as resident of the Burbank neighborhood, have seen the ground floor stores in three multi-story residential buildings on San Carlos Street and in Japan Town being vacant for several years.

Again, I would like to know what the supporing data and economics is for putting in ground level stores for this project. And actually I would like an honest response from the developer and planning staff on whether these stores were a blanket reequirement from planning imposed on the developer or an initiated plan by the developer in response to supportive data.

Plese enter this, my e-mail comments and question into the hearings for this project.

Kenneth Colson 2232 Bailey Ave San Jose, CA 95128

e-mail: waterwalla@yahoo.com

Tel: 408,283,9445

From: Margaret Flores [kalianaflores@gmail.com]

Sent: Tuesday, July 31, 2012 3:56 PM

To: Xavier, Lesley
Subject: Ohlone Phase 1

Hello.

I would like my comments to be taken into account in the planning process as I am unable to make the meeting tonight. I live in the neighborhood on Lincoln Ave. I am very concerned with the proposed height of the development. I fill 14 stories is way to high and does not blend in with the neighborhood. It will also be an invasion of privacy for my family since it is so high. Second, your proposal says that "Public and private amenities include a large private landscaped recreation deck, a pool, a spa, a gynasium, and a community room." So, which of these will be "public" this is unclear? Also for the number of units I hope that the proposed development includes a park. I would like to see significantly smaller amount of units for our area. Last, as Lincoln already has a tremendous amount of traffic this is also a concern. Thanks for taking the time to include my comments and answer my above question.

Margaret Flores 225 Lincoln Ave San Jose, CA 95126

7/8/2013

May 21, 2013

The Flonorable Chack Reed Mayor of San Jose 200 East Santa Clara Street, 18<sup>th</sup> Floor San Jose, CA 95113

Dear Mayor Reed,

Echelon Corporation is an energy control networking company headquartered in San Jose, CA with offices around the world. Our primary focus is on developing, marketing, and supporting the world's most proven, multi-application energy control networking platform currently embedded in more than 100 million devices, 35 million homes, and 300,000 buildings. Our company's solutions include smart metering, smart grid optimization, smart street lighting, and smart buildings. We help customers save 20% or more on their energy usage, reduce outage duration.

As one of the largest employers in the Midtown Area of San Jose with over 200 employees at our corporate headquarters located at 550 Meridian Avenue, we are concerned with the neighborhood and development issues that can create a better urban environment and elevated quality of life for the local community. This letter is to express our support for The Ohlone, a development proposed in Midtown. We want to encourage the elected leaders and city staff to assist this project for the benefit of all residents in District 6 neighborhoods.

As good corporate citizen, and member of the Silicon Valley Leadership Group (SVLG), Echelon encourages economic development that assists high quality of life for our employees and their families. In fact, in the most recent SVLG "CEO Report", the concern of housing of all types in the San Jose and Silicon Valley remains a key concern region's top CEO's. Echelon believes projects like The Ohlone fit the type of high quality housing which provide a place for our employees to live, work, and play in a quality urban environment surrounded by public transit options.

In closing, we arge the San Jose City leaders to assist Green Republic as they seek their project entitlements for The Ohlone. We believe projects like The Ohlone are vital to the long-term economic health of our neighborhood, as well to the region in general. Housing located next to jobs and transit is vital to retaining and attracting a skilled workforce like ours, and Echelon appreciates the opportunity to provide support for these long-term economic development strategies.

Sincerely

Roh Sege

President and CEO

Echelon Corporation

550 Meridlan Ave, San Jose, GA 95126 tél: 408 938 5200 las: 408 790 3800 www.cchelon.com

# PLANNED DEVELOPMENT ZONING

**FOR** 

# OHLONE MIXED USE

A MIXED USE DEVELOPMENT BY GREEN REPUBLIC LLLP AS ESTABLISHED IN ORDINANCE \_\_\_\_\_, ESTABLISHING A PLANNED DEVELOPMENT ZONING DISTRICT

GREENREPUBLIC LLLF TABLE OF CONTENTS PLANNING CIVA SAGACERRAG.

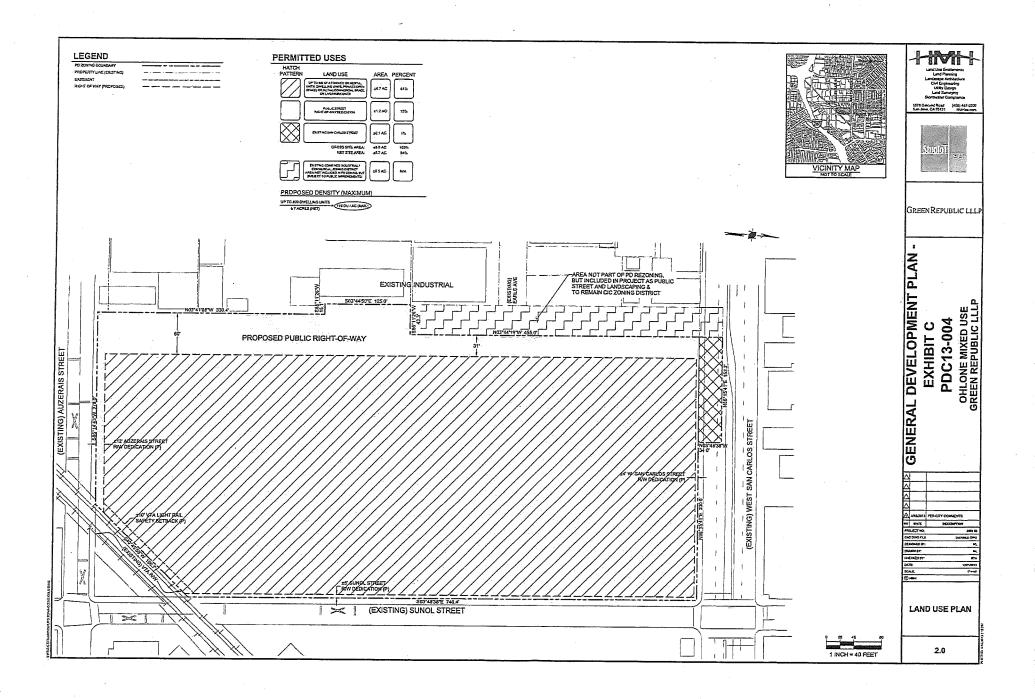
1.6 TITLE SHEET

2.0 LAND USE PLAN

2.1 LAND USE NOTES

2.2 LAND USE NOTES

1.4 CONCEPTUAL SITE PLAN STREET LEVEL PLAN FLOOR PLAN LEVELS 2 & 2 (PODILIN LEVEL) CONCEPTUAL LANDSCAPE DETAILS CONCEPTUAL LANDSCAPE LEGEND FLOOR PLANS LEVEL 4 5 4 6 **GENERAL DEVELOPMENT PLAN** CONCEPTUAL GRADING & DRAINAGE PLA CONCEPTUAL STORMWATER CONTROL PLAN PROJECT INFORMATION **EXHIBIT C** 284-14-024, 025, 025, 025, B9, 090, 110, 130, TH UP TO 800 APARTMENT UNITS AND UP TO 12,500 SF OF RETAIL SPACE PROPOSED DENSITY PROPOSED PARKING RATIO: 3 BEDROOM - 1.8 PER UNIT CONSTRUCTION SCHEDULE: START DATE: COMPLETION DATE: DEVELOPMENT TEAM SUNOL STREET GREEN REPUBLIC LLLP A PARTNERSHIP OF GREEN VALLEY CORPORATION AND PLANNER/ ENGINEER: REPUBLIC LIRBAN PROPERTIES CONTACT: MICHAEL VAN EVERY REPUBLIC URBAN PROPERTIES, LLC 84 W. SANTA CLARA STREET, SUITE 600 ARCHITECT: TITLE SHEET LANDSCAPE ARCHITECT: 1.0

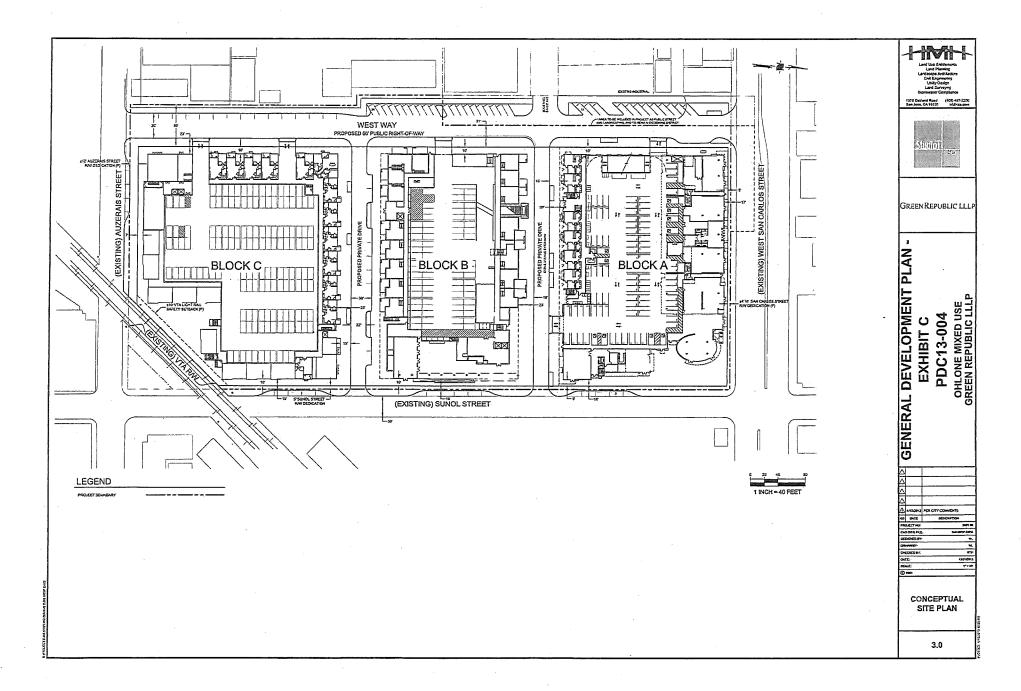


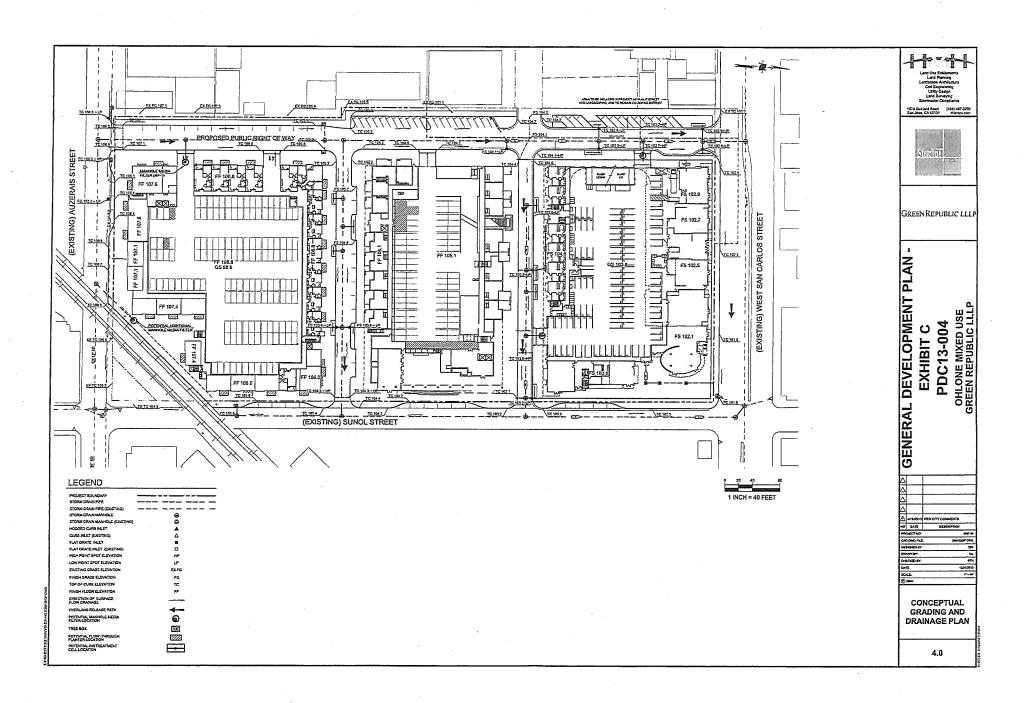
GREEN REPUBLIC LLLP GENERAL DEVELOPMENT PLAN 
EXHIBIT C

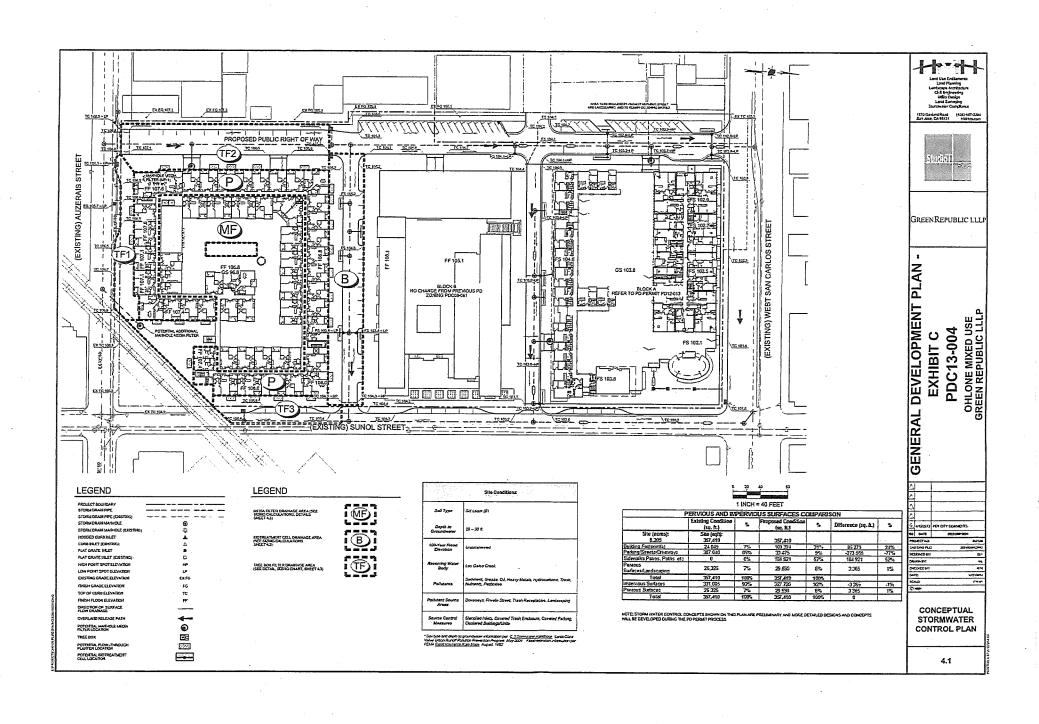
PDC13-004

OHLONE MIXED USE
GREEN REPUBLIC LLLP LAND USE NOTES

PDC08-061 OHLONE MIXED USE PROJECT DEVELOPMENT STANDARDS TO BE DETERMINED AFTER CITY COUNCIL APPROVAL GREEN REPUBLIC LLLP GENERAL DEVELOPMENT PLAN EXHIBIT C
PDC13-004
OHLONE MIXED USE
GREEN REPUBLIC LLLP LAND USE NOTES







Drainage Area	Impervious Area (sq. ft.)		% impervious tion-LID		
Brokealmant Cells - Str	ree!				
B1	18,455	15%			
low-Trirough Parlars	- Roof				
P1	35,712	26%			
Media Filter					
Mt	51,3/2		37%		
Ipe Borksterx					
TES	32,770		24%		

no.	Transment Toda	HISON Scotts Junior Sey *		
=44	(307,⊃ ywy			
	Louis	w/in FDA (Son Jose Central and Horth Consolidated Area)	-	25%
	Denaty	> 100 DU/AC (project density = 118 DL/AC) -		20%
	Parong	Minimum surface parlong -		:08
TOT	211	•		ct+

\* per presin estacionas de PARCES Te etable Graes RE-2011-0083, cmenor y Octor No. F2-2009-3074

#### Flew-Through Planter Sizing

Mainten, and surface area of the original flowdhoungly photoes is admixted based on the cambe abon flow and videous congressing of strategies has SCVUPFFP C.3 Scomware handbook (Apid 2011). Swedic locations and not value planter (and greaters with to determined as the PD Heimit days.

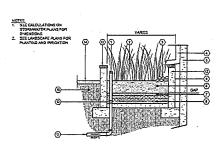
#### Endnese Area P - Peasaged Value+

- Total Dramage Area to 547 = 35,7 (217)
- Percent apperatusment = 55%
- 3 Mean Annua Pradestation = 145 in
- Ran gage discourse are San cose Autors NFP == 13.9 n
- 5 Rar gageumenturlada = 145m / 139m = 164
- Scilbae for danate ava Di (car)
- Average alope for the change in an air 1%
- Unit basis storage from sound curves = 53 in
- .0 Scottle 8-0 104 × 53 m. x 35 712 € x 11 to 12 in.) ≈ 1,6-40 ff

Witter Cusicy Design Volume = 1.5-2012

#### Play+Through Planter Stone

- Var. = 1,540 of Clast Dean Storage = 50 m.)
- Accurate resistall interesty of 20 myler for thow-based sizing onterior
- Duration of the rain event # .53 m / 20 in Pr # 2.65 for
- Preliminary enterests of total surface area . C4 x 35,712 ft -1,426 ft\*
- Assume 45% sension surface area than calculated in 4 55 x 1 428 th a 745 th
- Runof (derny drough treatment soil = 785 ff x 57hr c (1 fV12 in) x 2 65 hr a 667 ft
- Portion of V<sub>NO</sub> required to be stored in postering area = 1,640 % = 557 ft<sup>2</sup> = 773 ft<sup>2</sup>
- 8 Average poncurp depth is between 8 and 12 m 771 th 7785 th = 58 ft = 11.5 m
- Minimum required Sourthrough planter audiace area (combined) = 795 ft



- (1) OVER PLOW PUPE WITH ATRIUM GRATE PLANT MATERIAL (SEE LANDSCAPE PLANS)
- COBBLE DISSPATOR
- BUILDING WALL (SEE STRUCTURAL PLANS) SANDY LOAM WITH PERCOLATION RATE OF 5° TO 10° PE HOUR DEN, 16° DEPTHI, SHALL CONFORM TO TEH BAN PRANCISCO BAY MUNICIPAL REGIONAL PERMIT-REGUSE
- (7) PEAGRAVEL OF BEPTH
- DRAIN ROCK (MIN 12" DEPTH)
- NATIVE GRADE OR CERTIFIED COMPACTED SUBGRACE
- PERFORATED PVC SUBDRAN PPE
- (IN PLANTER WALL
- (V) ADJACENT STIEWALK PER LANCSCAPE PLAN)

FLOW THROUGH PLANTER

#### diotreatment Cett 5:zing

Minimum bilation area of the proposed dicentiment ceeds to calculated based on the combination have not vicinity authorised described in the SCHURPPP C.T Stormentur Handbook (Actal 2012). Specially locations and incividual biotectiment cell configurations will be determined at the FD Permit stage.

#### Dramage Are B - Secured Value

- Total Erainage Area to RNP at 19 455 ft
- Percent representation 25%
- Mear Arrust Procedutor 14.0 in
- Run cace desert to the site-San Jose Amon MAP ... + 13.3 vs.
- Four gage correction factor = 14.5 in. / 13.0 in = 1.04
- Sti type for drawings ares -D (ctry)
- Areacexime to the cranace area > 14
- B Link basin storage from slong curves = 53 in
- 9 Szelha PMR = 1 PA v 53 m + 18 A55 ff\*v (1 PH2 in + 2 848 ff\*

#### Valler Custly Design Volume = 343 7

#### Companient Cen Sixon

- V.c=548 #1' (Unit Rasin Storage = 53 m.)
- 2 Assume reinfelt interesty at 20 mbr for flow-breed string orders
- Duration of the rain event = 33 in / 20 in for = 2 60 ns
- Preimmery estimate of total surface area D4 x 9.218.6" x 728.0"
- 5 Assume 45% ampler surface area than calculated in 4 55 x 734 till = 400 tr
- Rungs appears incough treatment says a 405 ft is 500 to 13 to 7 to 12 to 12 ft says 445 ft.
- 7 Portion of  $V_{\rm co}$  required to be stored in parting area = 348 ft + 448 ft + 400 ft  $^{\perp}$
- A erage ponding depth is between G and 12 in -400 ft / 405 ft 37 ft 11 ft in

SECTION

Minimum required biotreatment cell surface area (combined) = 400 F

#### Biorelention Cell Maintenance

The following maintenance activities and schedule are based on the recommendations provided in the California Storrivator BVP Handbook—New and Redevelopment

The primary maintenance requirement for bioretention areas is that of inspection and Into Birtally Maintenance relationment for burderstand areas is fact or indepotition and project or reclasionated of the postance areast compromise. Generally, has involved many properties of the properties of the size, derivate, and walking conditions should be sized. Paratis find are superpointed for the size, derivate, and walking conditions should be elected for use of in the borderstance orall Apropastally selected plants will aid in resoluting fettilizer, pesticide, water, and overall invalidations recoveraged. Bibrearstan system compromise that did bland door time through plant and including only, organic accomposation and the devolutionent of an attituded horsetor. Those biologic and accomposation and the devolutionent of an attituded horsetor. Those biologic and accomposation and the devolutionent of an attituded horsetor. Those biologic and accomposation and the devolutionent of an attituded horsetor. Those biologic and activities devolution that the size of the size of the special point of the size of

Routina maintenance should include a borrousi health evaluation of the trees and shirths and subsequent termonal of any cool or decased vegelotim (6PA, 1956.). Described vegelotim chief the resided as needed using preventable and bushasion measures to the educat possible. BibPs have the potential to create very attractive measures and the vegelotic directs answer which become only highly opposit, claim housely vegeloted areas mused with shallow water. Routine suspections for areas of sharing rates within the BIPP and corrective measures on respect proper infaring non-necessary to proceed creating into public and other vector health. In oddition, becomes only the proceeding and the processing and the process califals, which increase the chances of water standing and subsequent vector production

In order to maintain the westment areas appearance it may be necessary to prune and weed. Furthermore, much replacement is suggested when errosion is evident or when the sile beging to both unditations. Specifically, the entiral same surp require much replacement every low to three years. Subscipt sook multi-ring may be suffered when there are mandern would areas. Multi-replacement should be done prun to the start of the There are mandern would areas.

Accumulated sectment and cetus removal (especially as the inflow porti) will normally be the primary maintenance function. Other potential backs include replacement of dead exception, soil of the regulator, soil of the regulator is come prepar at inflow points, must represented undogging the understain, and reposing overflow shutchers. There is also the possibly that the cultim such anger capacity of the soils in the coil will be significantly reduced over time. Depending on political books soils may need to be replaced within S-10-years of consolution (ILL) 2000.

(1) STREET

(2) YERTECK CURB WITH CURB CLTS

(1) CORRESTONEDED PARTOR AT CHRACK

(4) ONEDSTOWN PER WITH ATRIAN GRATE

(\$) VEGETATION (SEE LANDSCAPE PLANS)

(7) ADDICENT SCEWALK

(I) PEACRAVEL (NINL 2' DEPTH) ( ) DANNINGKAMI STOPPEN

(9) PERFORUTED PVC SUSSINAN PETE

INFERNEABLE LINER (TYPICAL

(I) PORCONG DEPTH FROM INLET OPERAGE TO CRUDE (MILL S)

(S) SWEPT LOAN WITH PERCOLATION PLATE OF 5"TO 10" PER HOLD, RIGHL 15" DEPTH, SHALL CHECKINT TO DESAN PANCISCO SAT NUMBERS IN NUMBER PROTECTION OF PACOLS REQUIREDED SOL NETH SHOPCUTED ON

(A) HATIME GRADE OR DEHTIFED COMPACTED THRESHAD

1570 Clehand Road (408) 467-2200 San Jose CA 85121 Hilbirg.com

GREEN REPUBLIC LLLP

# PLAN DEVELOPMENT

C

EXHIBIT

OHLONE MIXED USE GREEN REPUBLIC LLLP PDC13-004

GENERAL

DATE

CONCEPTUAL STORMWATER CONTROL PLAN NOTES & DETAILS

B TYP. BIOTREATMENT CELL (STREET & SIDEWALK DRAINAGE)

#### Media Filter Sizing

The following steps for string the proposed mannar media liner units are based on the Rabarul Method, consistent with the inchrooking provided by the Santa Clara Valley Urban Rundf Follution Previous Freignam for calculating Providen C2 design flow name.

Calculate the peak flow rate from the water quality storm (Q  $_{\rm per})$  for the site

Use the National Method CaCIA in some for Q, where  $Q \approx 1$  how (cubic featweend),  $C \approx Runoff Coefficient, <math>I \approx Runoff$  (notherway), and  $A \approx 1$  follows from (acros).

14.177 m/m (14.5 - Nesn Annul Fredp Glade / 133 - Mean Armul Fredp -SI Arpor Cage (Vernoe) x (17 in //m Deagh Rental Internity per SCYURPPP)

A-013128 -12 ac.

Q = CIA = .85 × 177 m/m × 1,2 m = 15 ds

Assume each controlge treats .04 dis (per Contach Performance Specification-see Cettif)

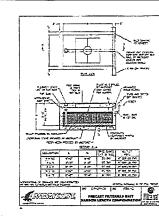
A set of needs litter products that could provide the required treatment capacity for the calculated water quality starm flow form this starings mean by provided before. Product the edition will be delermined at the time of construction by the project applicant.

Freduct Manufacturer	Meda Filer Product	Configuration	No. of Cartridges/Units	Treatment Capacity	
Contach	MAS	60 mannok	6 contricgos	0.2C da	
Contech	Stennaner	72" marriole	6 cumcges	0 7C cfs	





put;	President Contract Services			
44147	2017	FAM.MPH		
****	CHASH	CESTASTYC		
Denter last	54'4013	4.74 %		
*4***	+13 ≥ ef	-contra		
Gri > tor	100 men	CERNAC		
BETS IN TOP	p4/w4M	FERSING		
	Friedman (second)			
to the last of the party of	(MAN TOWN COME	Order Pape		
and to the	op to Care	- HAMPE		
Marin	\$47 md 74	282.WFC		
Stantier les	9.75 hours	CERMAL		



1570 Contend Road | (400) 447-2200 San Jose, CA 95131 Holding com



GREEN REPUBLIC LLLP

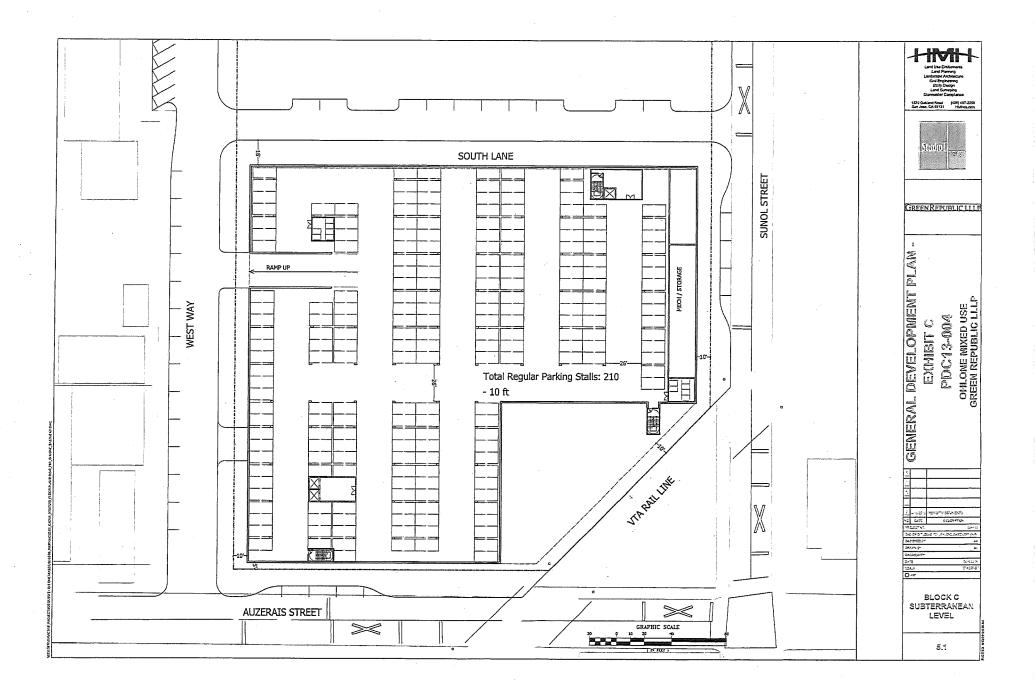
GENERAL DEVELOPMENT PLAN OHLONE MIXED USE GREEN REPUBLIC LLLP PDC13-004 **EXHIBIT C** 

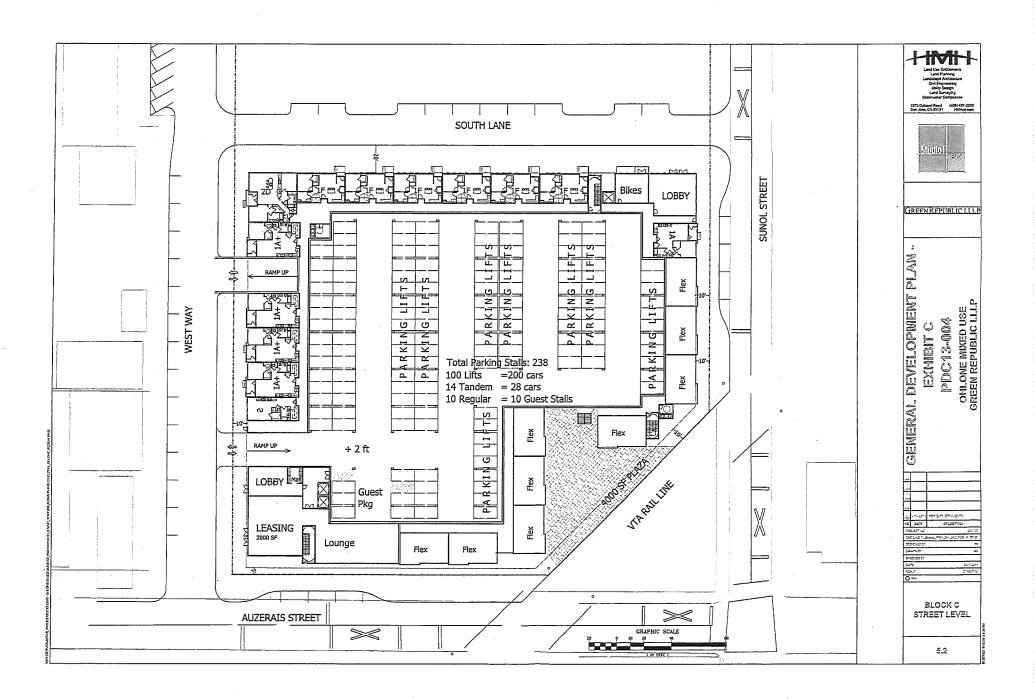
CONCEPTUAL STORMWATER CONTROL PLAN

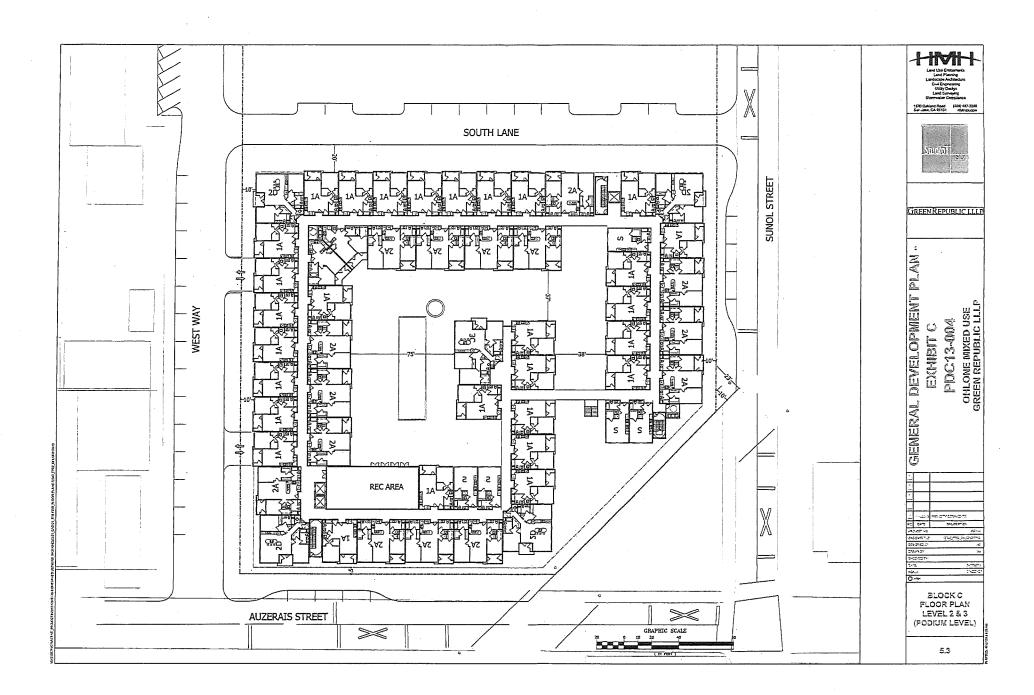
**NOTES & DETAILS** 4.3

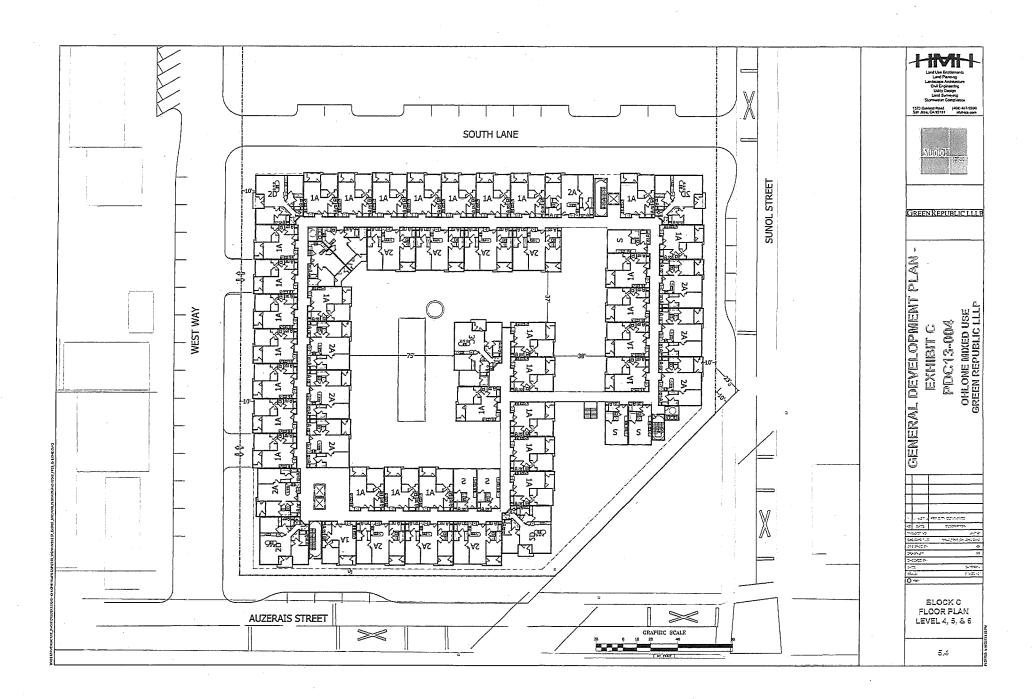
200 The supplied St.

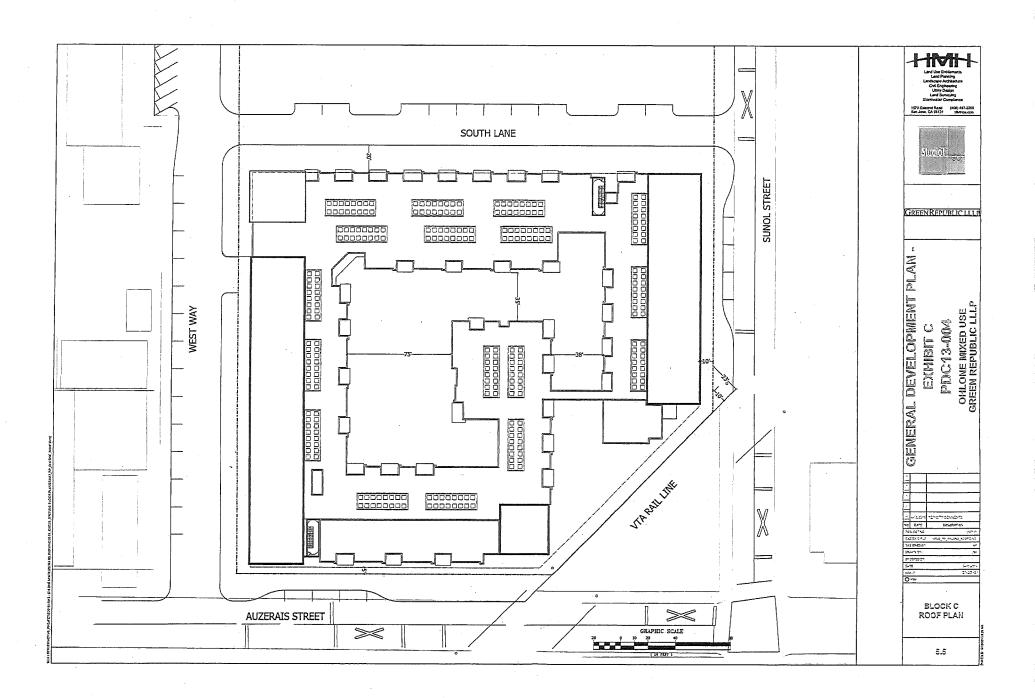
If the suppl CONTECH. OF NAME OF STREET - M3

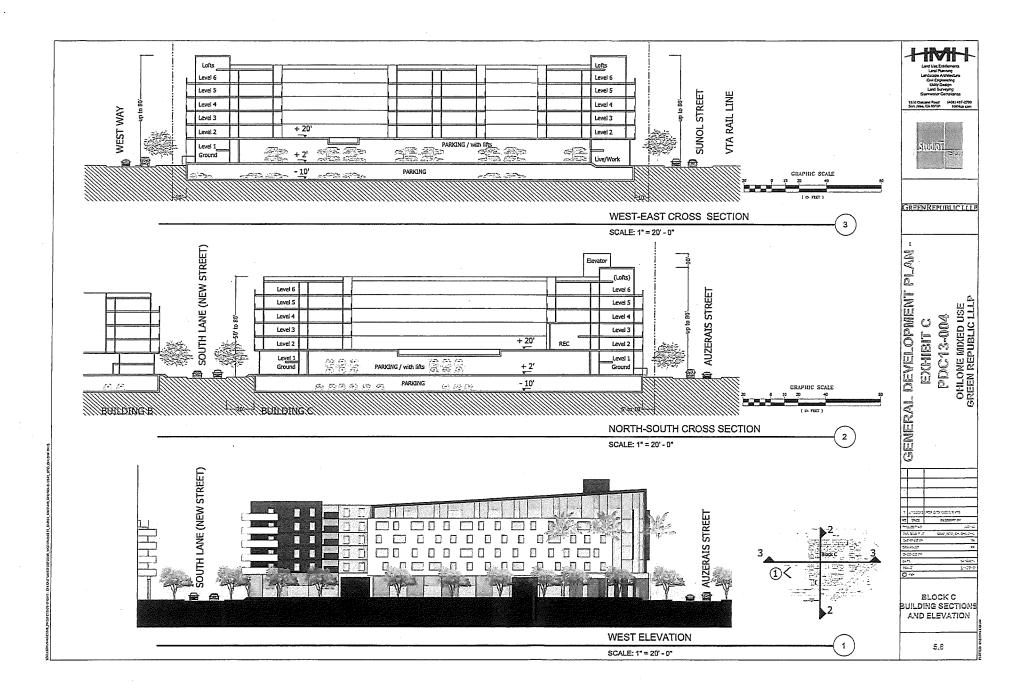


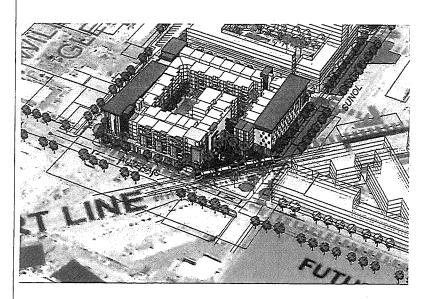






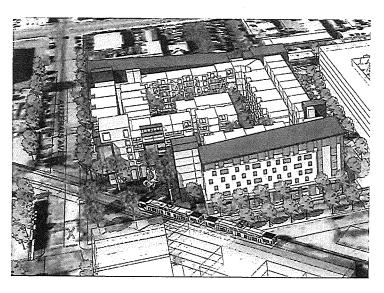






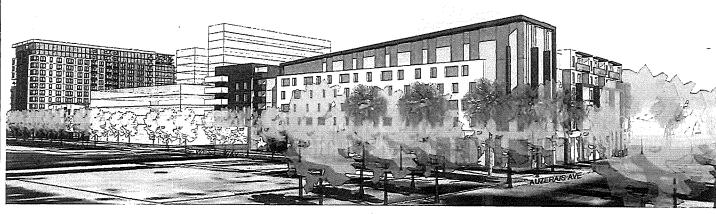
AERIAL PERSPECTIVE VIEW NORTH-WEST

N.T.S.



AERIAL PERSPECTIVE VIEW WEST

N.T.S.



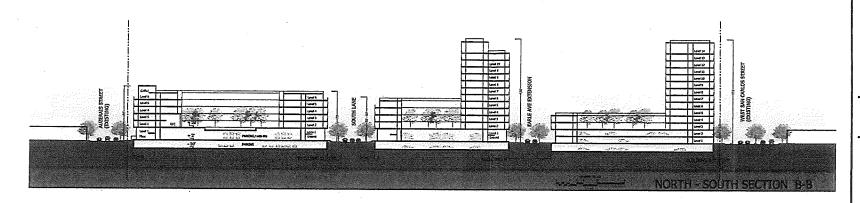
PERSPECTIVE VIEW NORTH ON AUZERAIS AVE.

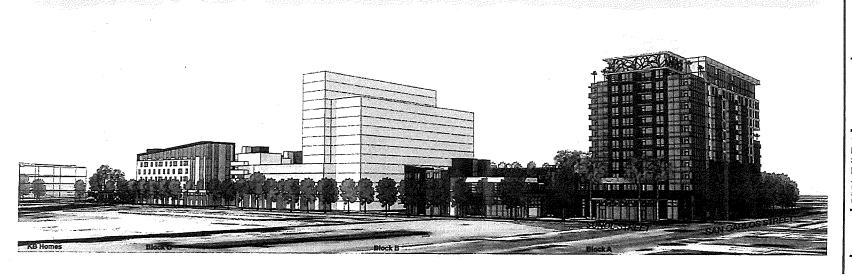
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GENERAL DEVELOPMENT PLAN -EXHIBIT C PDC13-004 OHLONE MIXED USE GREEN REPUBLIC LLLP

BLOCK C CONCEPT MASSING



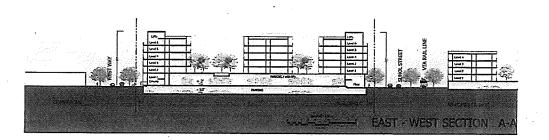


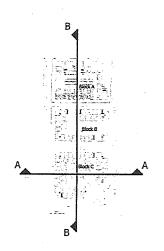


- : Architecture : Planning : Urban Design

Green Republic LLLP Ohlone Mixed Use

NORTH-SOUTH
SECTION &
EDGE EAST
Job No. 12032
Date: 03/20/2013
Scale: 1"=40"
Drawn By:









: Architecture : Planning : Urban Design

Ohlone Mixed Use

Green Republic LLLP

Sheet Tabe: WEST-EAST SECTION & AERIAL VIEW

Job No 12032
Date: 03/20/2013
Scale: 11 = 40'
Drawn By:





: Architecture : Planning : Urban Design

: 410 12th Street #350, Galland, California 946

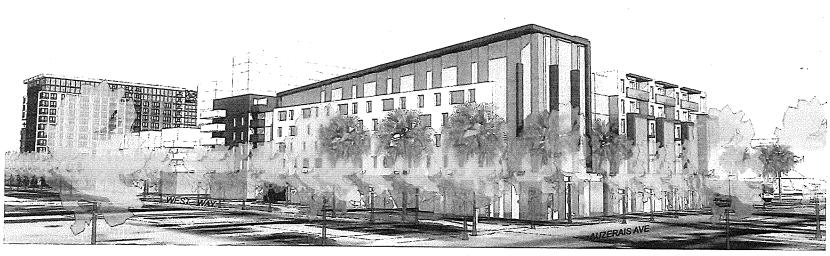
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Ohlone Mixed Use San Jate, Carloniu Green Republic LLLP

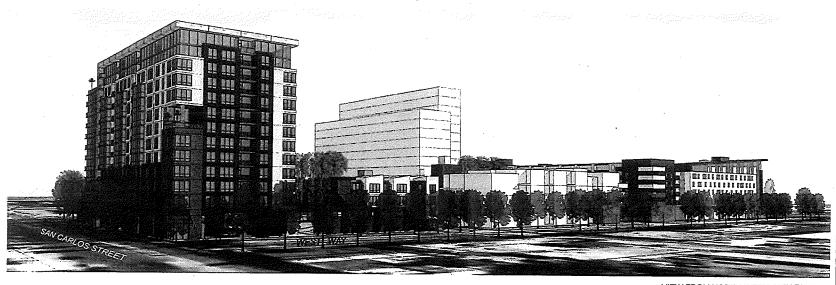
Sheet Title: AERIAL VIEW

> No. 12032 e: 03/20/2013

Job No. 1 Date: 0 Scale: Drawn By:



VIEW FROM SOUTH-WEST: LEASING OFFICE AT AUZERAIS AVE & WEST WAY



VIEW FROM NORTH-WEST: WEST WAY



: Architecture : Planning : Urban Design

> 410 12th Street #250, Galdand, California 9462

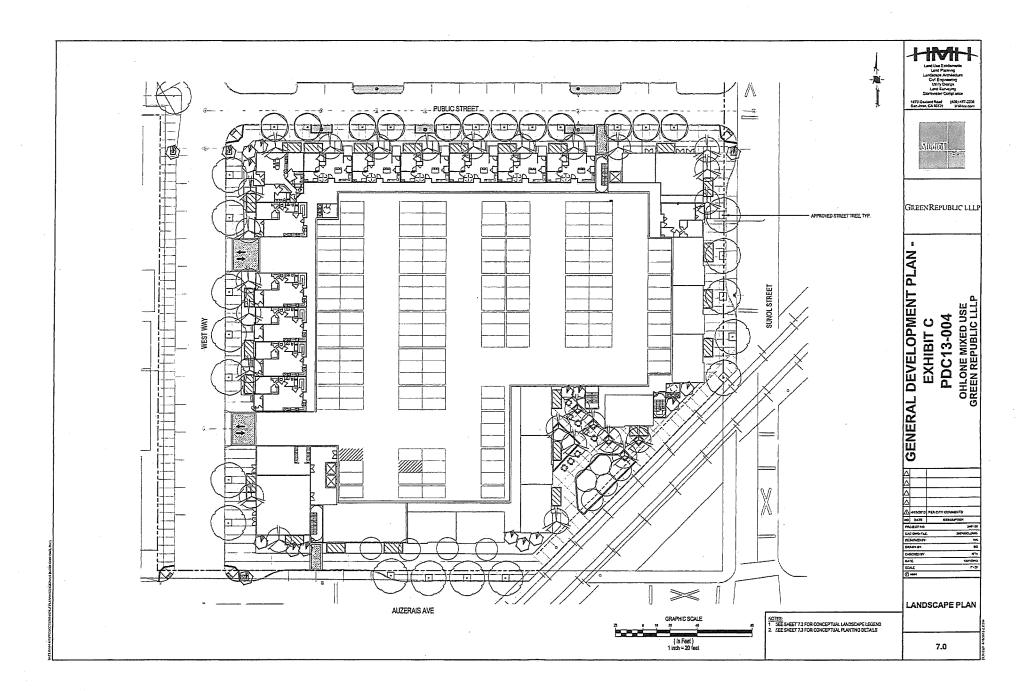
Inkland, California 946 \$10) 451 - 2850

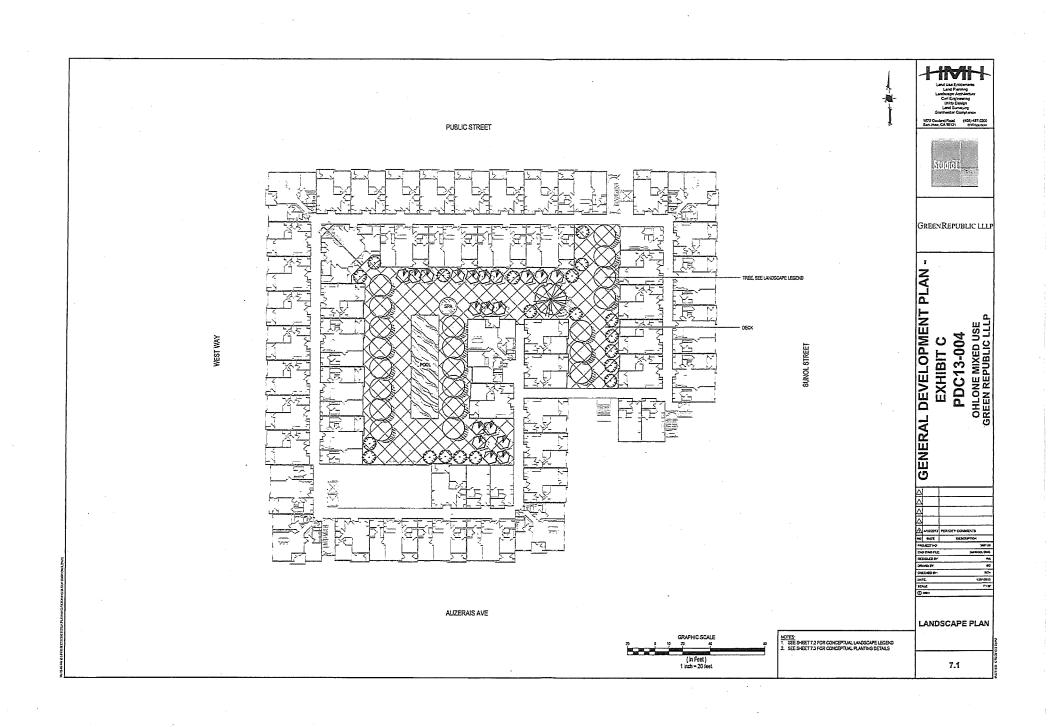
Ohlone Mixed Use

Green Republic LLLP

Sheet Title: VIEWS

Job No. 12032 Date: 83/20/2013 Scalo: Drawn By:





PLANT LEGEND					LARGE SHRUBS (B.	ACKGROUND PLANTING)				
KEY	BOTAMICAL NAME	COMMON NAME	MINIMUM SIZE	RESURKS/SPACING	KEY	BOTANICAL NAME	COMMON NAME	SCE	REYARKS@PACING	1-11-11-1
TREES &-	ARBUTUS MARINA'	MARINA ARBUTUS	15 GALLON	STANDARD		AGAVE ATTENUATA	LIDNS TALL	5 GALLON	ORNAMENTAL PLANT	Level Unit Entitlements
0-	CERCIS OCCIDENTALIS	WESTERN REDBUD	15 GALLON	STANDARD		ARBUTUS UNEDO COMPACTA	STRAWBERRY BUSH	5 GALLON	STRAYBERRY FRUITS	Landwage Architecture Carl Engineering
0-	— CITRUS SPP	Treatment of the second	15 GALLON	STANDARD		ARCTOSTAPHYLOS UVA-URSI	MANZANITA	5 GALLON	DEEP GREEN FOLIAGE	Uticty Design Land Surveying Shormwater Comp. ands
0	CUPRESSUS SPP.		15 GALLON	STANDARD	000	BAYBUSA MULTIPLEX SEVERSTRIPE	GREEN HEDGE CLUMPING BAVEGG	1 GALLON	DENSE SCREEN	1570 Gesard Road (400) 467-2200 Sen Jone, CA 93121 HVH ca com
0-	GRIKGO BILOBA	CINKO TREE - MALE VARIETY	15 GALLON	STANDARD	000	BUDDLEIA DAVOI:	SUMMER LILAC	5 GALLON	PURPLE FLOWERS	
			IS GALLON	31110210		CEANOTHUS SPP.	CALIFORNIA LILAC	SGALLON	BLUE FLOWERS	
	LAGERSTROEM'A (ADICA "MUSKOGEE"	CRAPE MYRTLE	15 GALLON	STANDARD		CISTUS SPP.	ROCKROSE	5 GALLON	FRAGRANT FLOWERS	
		•				CRYOFTER'S ERYTHROSORA	AUTUSIN FERN	1 GALLON	GREEN FOLIAGE	Alliant .
	ACER MYABEL STATE STREET	STATE STREET VAPLE	15 GALLON	STANDARD		FEUDA SELLOWANA	PINAPPLE GUAVA	5 GALLON	PINK FLOWERS	1
~ 0-	ZELKOVA SERPATA MUSASHINO	ZELKOVA	15 GALLOY	STANDARD		UGUSTRUM JAPONICUM TEXANUU	WAXLEAF PRIVET	5 GALLON	PANK FLOWERS	Made and an artist of the second
	PYRUS CALLERYANA "ARISTOCRAT"	FLOWERING PEAR	15 GALLON	STANDARD		MISCANTHUS SINENSIS YAYU JINA	DWARF MAIDEN GRASS	5 GALLON	PUFFY PLUMES	
₩—	SCHNUS MOLLE	CALIFORNIA PEPPER TREE	45° BOX	MULTI		PHORIMUM PLATT'S BLACK	PLATTS BLACK NEW ZEALAND FLAX	5 GALLON	PUFFY PLUNES	
444						PHOTINIA X FRASERI	FRASER'S PHOTONIA	5 GALLON	RED LEAVES	GREEN REPUBLIC LLLP
						RHAPHIOLEPIS INDICA CLARA	INDIAN HASYTHORN	5 GALLON	WHITE FLOWERS	
1						RHAPHIOLEPIS INDICA MINOR	INDIAN HAWTHORN	5 GALLON	WHITE FLOWERS	
						ROSA SPP.	ROSE	5 GALLON	FRACRANT FLOWERS	π
						ROSWARIMUS OFFICIANALIS	ROSEMARY	5 GALLON	FRAGRANT FLOVIERS	PLAN
						SYRINGA SPP,	LILAC	5 GALLON	PURPLE FLOWERS	4
						PENNISETUM SPP.	FOUNTAIN GRASS	5 GALLON	GRASS	7
					MEDIUM SHRUBS (I	MIDDLEGROUND PLANTING)				
						ALDE STRIATA	CURALALOE	5 GALLON	ORANGE FLOWERS	DEVELOPMENT EXHIBIT C PDC13-004 HLONE MIXED USE EEN REPUBLIC LLLP
ļ						BUXUS MICROPHYLLA JAPONICA GREEN BEAUTY	JAPANESE BOXWOOD	1 GALLON	GREEN FOLIAGE	0 4 S
						CALLISTEMON 'LITTLE JOHN'	DWARF CALLISTENON	SGALLON	RED FLOWERS	
						DIETES VEGETA	FORTKIGHT LILY	1 GALLON	YELLOW FLOWERS	
					000	HENEROCALLIS SPP.	DAYLEY	1 GALLON	YELLOW PLOWERS	L DEVELOPMI EXHIBIT C PDC13-004 OHLONE MIXED US GREEN REPUBLIC L
						LAVANOULA GOODWIN CREEK GRAY	LAVENDER	1 GALLON	BLUE FLOWERS	記のの語
						NEPHROLEPSIS CORDIFOLIA	SOUTHERN SWORD FERN	1 GALLON	BRIGHT GREEN FRONDS	
						PITTOSPORUM TENUFOLIUM GOLF BALL!	GOLF BALL PITTOSPORUM	1 GALLON	GREEN FOLINGE	
						PUNICA GRANATUNI WANA"	DWARF POWEGRANATE	1 GALLON	RED FLOWERS	-  ok
						SEDUM X 'AUTUMN FIRE'	AUTUWN FIRE STONECROP	I GALLON	RED FLOWERS	IS .
						STRELITZIA REGRAE	STRELITZIA	I GALLON	SPIKY LEAVES	111
					SMALL SHRUBS (FC	DREGROUND PLANTING)				ENERAL GR
	•					ÉCHEVERIA ELEGANS	MEXICAN SNOVBALL	1 GALLON	SUCCULENT PLANT	— W
						ESCALLONIA NEW PORT DWARP	DWARFESCALLONIA	1 GALLON	GLOSSY GREEN FOLIAGE	9
					0¢0	FESTUVA OVINA GLAUCA ELLIAH BLUE	BLUE FESCUE	1 GALLON	BLUE GRASS	Δ
						PHILODENDRON XANADU WINTERBOURN	WINTERBORN PHILODENDRON	1 GALLON	GLOSSY GREEN FOLIAGE	
						WESTRINGIA FRUTICOSA	COASTAL ROSENARY	1 GALLON	WHITE FLOWERS	
					GROUNDCOVERS					Anscols PERCITY CONNENTS
					emanananan	HOSTA SPP:	HOSTA	1 GALLON	GLOSSY GREEN -	NO DATE SELECTION SHATES
						LANTANA MONTEVIDENSIS NEW GOLD	TRAILING LANTANA	1 GALLON	PURPLE FLOWERS	CASCINGFEE SINGER DING
						TRACHELOSPERIALIM JASMINOSDES	STAR JASWINE	1 GALLON	WHETE FLOWERS	DESIGNED BY MA
					VINES					OHECKED BY: KEY
						QLYTOSTOMA CALLISTEGIODES	LAVENDER TRUMPET VINE	1 GALLON	PURPLE FLOWERS	SCALE MOTORIX
						HEDERA HELIX	ENGLISH (VY	1 GALLON	DARK GREEN FOLIAGE	©
					POTTERY					CONCEPTUAL
					0	TO BE SELECTED BY LANDSCAPE ARCHITECT		<del></del>		LANDSCAPE
					<del>-</del>					LEGEND
					NOTES: 1. BARK MULCH; ALL	PLANTER AREAS TO RECEIVE A 3" THICK LAYER OF FIR BARK MULCH				
						-				7.2

